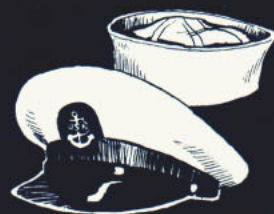
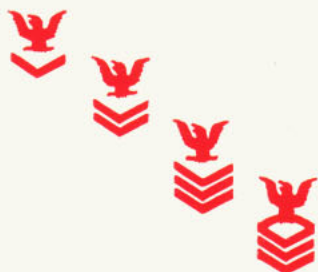


# ★ ALL HANDS ★

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

Special Issue

YOUR  
NEXT  
ASSIGNMENT



SEAVEY  
SHORVEY  
ROUNDUP

This magazine is intended  
for 10 readers. All should  
see it as soon as possible.  
PASS THIS COPY ALONG

JUNE 1967









## ALL HANDS

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The Bureau should be kept informed of changes in the number of copies required.

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# ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

JUNE 1967

Nav-Pers-O

NUMBER 605

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## TABLE OF CONTENTS

### Special Issue:

Your Next Assignment: Where Do You Go From Here? Enlisted Rotation Program .....	2
Seavey Schedule: Segments Alfa, Bravo, Charlie .....	5
Glossary of Terms for the Rotating Navyman .....	6
Seavey: How You Shift from Sea to Shore .....	8
Shorvey: How You Shift from Shore to Sea .....	9
The Vey Interview Record: How to Fill It Out .....	10
The Rotation Data Card: A Record of Duty Choices .....	12
Rotation Data Codes: What They Mean .....	14
Rating Control: How It Works .....	17
Overseas Tour Lengths, With and Without Dependents .....	18
Seavey Segment B-67: A List of Rates and Sea Duty Commencement Cut-Off Dates .....	20
Check Your Rating for Changes in Shore Tours .....	22

### Rotation Roundup

Tables Listing Shore Duty Billets in U.S. by States and Overseas Locations Where Duty Counts as Shore Duty .....	24
Preferred Sea Activities Considered Neutral Time for Rotation .....	42
Overseas Activities Considered Shore Duty for Rotation .....	43
Sea Duty Tables, Including Arduous Sea Duty, Overseas Shore Duty Which Counts as Sea Duty, and Neutral Time .....	46

Taffrail Talk .....	64
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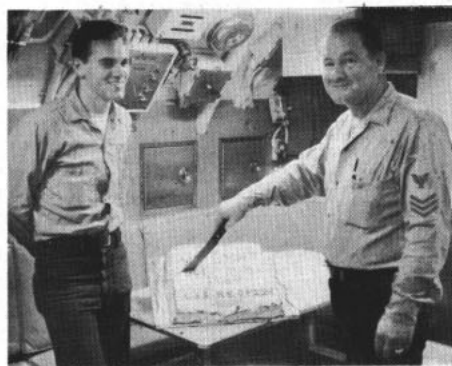
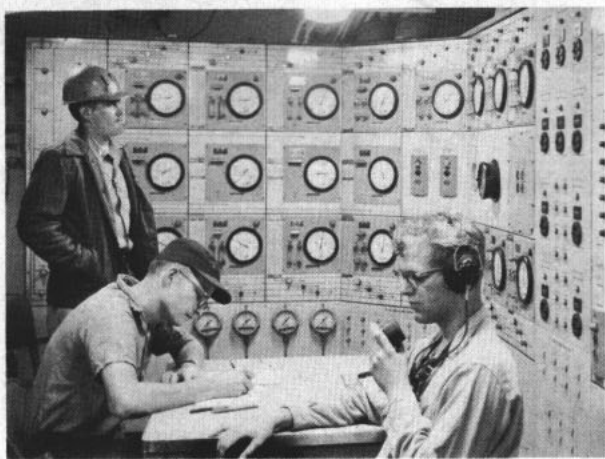
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• **AT LEFT: TRAVELING MAN**—To a Navyman his 'whitehat' is a passport to adventure in many ports of the world. Here, a crewmember of USS George Clymer (APA 27), attached to ComPhibRon Three, stands on the beach at Acapulco, Mexico, and looks at his ship riding at anchor in the picturesque bay.

• **CREDIT:** All photographs published in ALL HANDS Magazine are official Department of Defense photos unless otherwise designated.



# Where Do You

**I**N JUNE 1965 ALL HANDS presented a detailed account of the Seavey-Shorvey enlisted rotation program. During the interim, important developments have altered the procedures. These developments were reported in ALL HANDS as they occurred.

Rating control has been in operation in specific areas for the past few years, and by late 1966 included most critical ratings. Its success has been so marked that the SecNav Retention Task Force recommended an expansion to include all ratings.

In the following pages the enlisted distribution system is outlined as it will exist under rating control. You will find the difference in some procedures to be major; in others, slight.

Fundamentally, enlisted distribution with rating control will do exactly what enlisted distribution without rating control has done for many years: provide equitable rotation. But better.

The Navy's military commitments throughout the world require the operation of more than 3000 ships, stations, squadrons, missions and other commands. The

number, types and sizes of these activities (and the qualification and numbers of men at each) are determined by the Chief of Naval Operation.

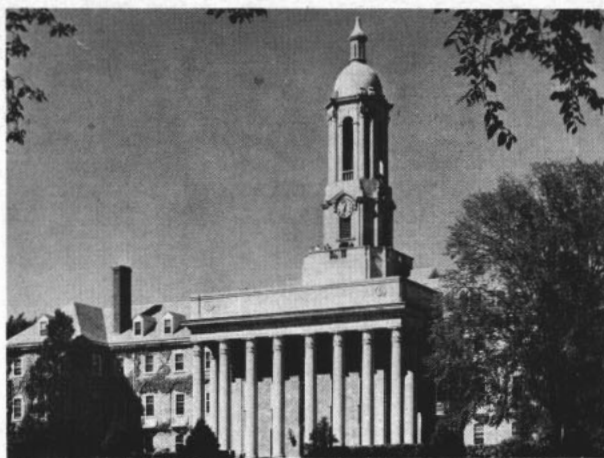
## The Enlisted Rotation Program

At present more than half a million enlisted men and women are needed to keep the Navy operating efficiently—654,000, to be precise.

The Chief of Naval Personnel, with headquarters in Washington, D. C., supplies the manpower for each activity. This involves the rotation of Navymen between some 129,000 CONUS shore billets, 333,000 sea billets, 38,000 overseas (sea duty) billets, 23,000 overseas shore billets and 16,000 preferred sea duty (neutral time) billets. Not to mention keeping track of in excess of 100,000 men who are in training, transit, or some other short-term status at any given time.

Within the Bureau of Naval Personnel, the organization responsible for enlisted distribution is Pers-B2. This division cooperates with three enlisted distribution offices (EPDOs), three personnel accounting machine





# Go From Here?

installations (PAMIs), a variety of smaller related activities (many of which perform research in hopes of further improving the system) and, finally, the personnel offices of individual Navy units. Each is an indispensable part of the enlisted manpower management system.

The primary purpose of this system is to provide manpower equitably to allowances. This means getting the right man to the right job at the right time.

An important consideration, always, is morale. A Navyman, like any other professional man, is happiest in a job which suits his aptitudes and skills. He is also the most useful.

## Seavey-Shorvey

Your rotation between sea and shore is essential. Your career should be well-rounded. You should be capable of performing well both ashore and afloat.

The operation of the Navy's Fleet support activities, for example, requires the presence of men who have had experience at sea. Recruiters must know first-hand

whereof they speak. Instructors need an accumulation of shipboard experience. Most billets ashore require a man with some degree of salt.

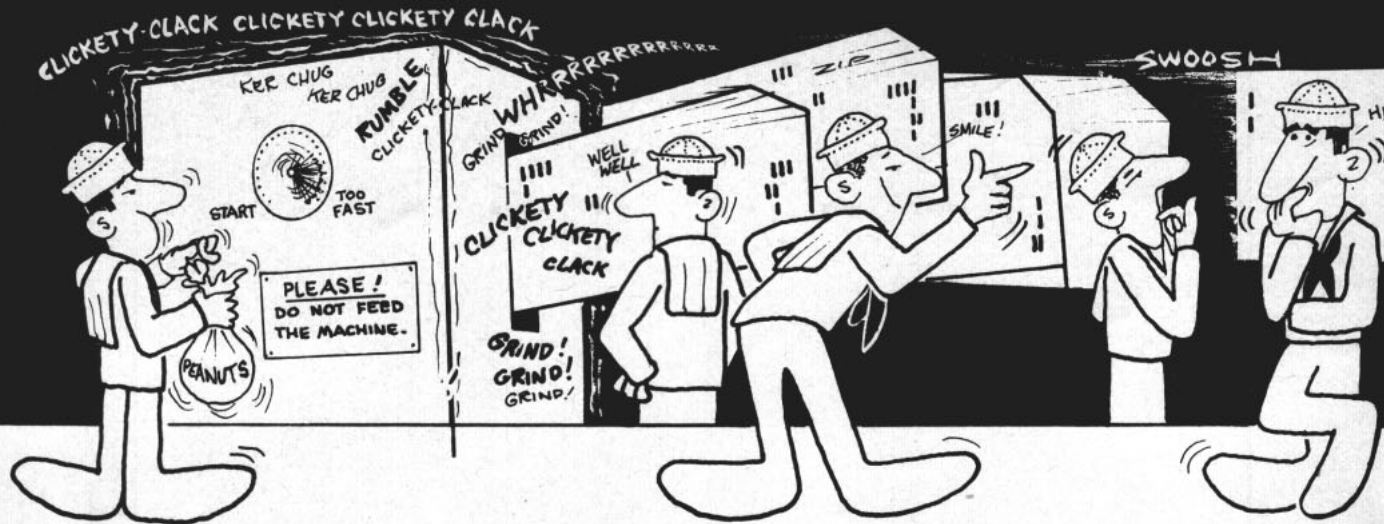
The Navy's method of administering rotation from sea to shore and back again is the Seavey-Shorvey system. It regulates the flow of men between sea and shore billets.

The Seavey (sea duty survey) governs rotation from sea to shore. Shorvey (shore duty survey) controls transfers from shore to sea. Seavey is conducted three times each year; Shorvey operates continually.

Navymen in the Bureau's Seavey-Shorvey section determine the lengths of sea and shore tours for each rate and rating. This is done proportionally, by comparing the number of shore billets in each category to the number of sea billets. If, for instance, there are twice as many sea billets as shore billets in a given rating, the sea tour will be roughly twice as long as the shore tour—and vice versa.

The Seavey/Shorvey system provides personnel to meet manning levels at sea and ashore and, as a result,





stability improves throughout the naval establishment.

Sea duty cutoff dates are re-established three times each year by the Seavey Planning Unit. The Shorvey and Availability Control Unit establishes shore tour lengths to maintain the sea/shore balance.

Changes are made only after a review of all information and usually result from allowance changes or continuing shortages of certain ratings in certain types of duty.

The Seavey-Shorvey system applies to the vast majority of Navymen, but administrative and operational necessity brings about some exceptions. Certain categories of men are excluded from the system, generally because of special demands for their particular skills or qualifications.

The following are not currently included in Seavey-Shorvey: All men of the CT, AC, MU, MA, AG and TD ratings; aviation pilots; TARs; men in limited duty categories L-2, L-5 and L-6; nondesignated men in the SN, FN, CN and AN rates; men in pay grades E-1 and E-2; master and senior chief petty officers; and all enlisted women (enlisted Waves are controlled through Wavevey). In addition, a special rotation plan is temporarily in effect for hospitalmen due to the unique requirements for their rating in Vietnam.

#### PAMIs and EPDOs

The Navy's Enlisted Personnel Distribution Offices in San Diego, Calif. (EPDOPAC); at Norfolk, Va. (EPDOLANT); and at Bainbridge, Md. (EPDOCONUS) play a large part in your transfer to a billet which suits you.

Most enlisted billets are under the control of one of the three EPDOs. The staff of each EPDO includes representatives from each Type Commander (or naval district command, in the case of EPDOCONUS).

Men are "made available" to the EPDOs by the Bureau of Naval Personnel. These personnel availa-

bilities, once they reach the EPDO, are split and further farmed out to the representatives according to need. These representatives make the final decision in the distribution process and assign specific men to specific commands.

Each EPDO is served by a PAMI (Personnel Accounting Machine Installation) which supplies information to the detailers at the EPDO. A computer installation in BuPers serves a similar function, on a larger scale, for the detailers and distributors in Washington, D. C.

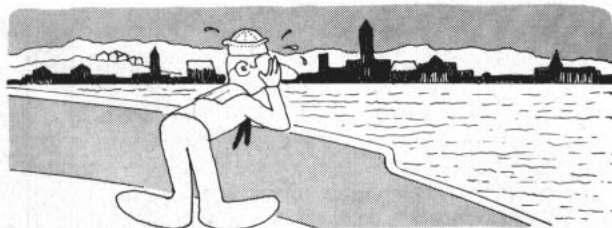
These machine installations, and consequently the distribution and detailing officers, are linked in an electronic data processing system with the Bureau



of Naval Personnel. Manpower information which describes the current status of each man is contained in this information "bank."

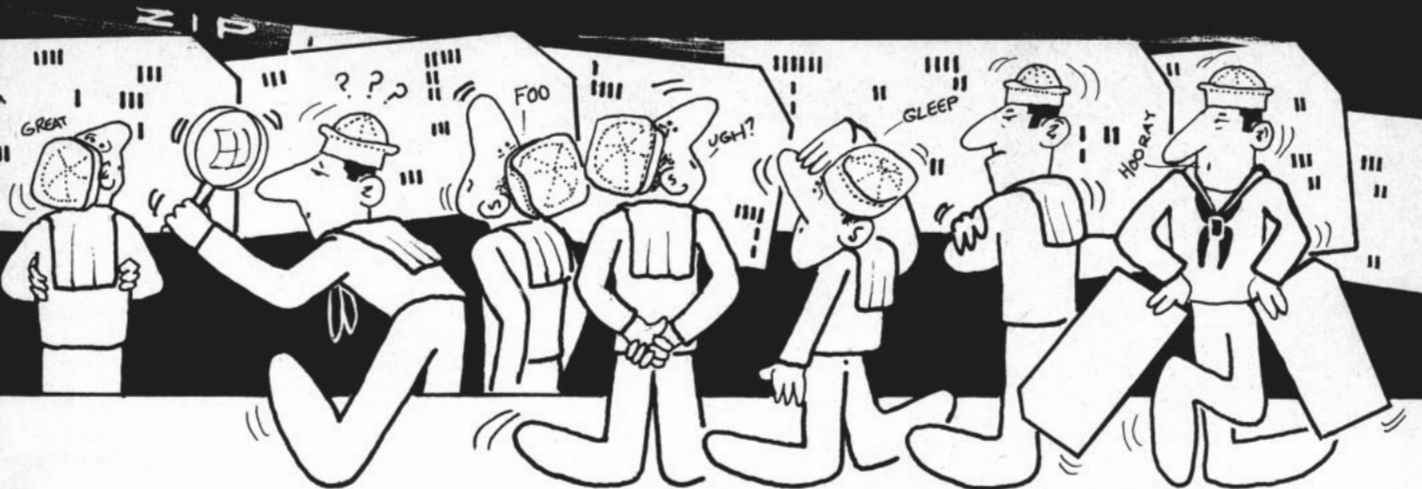
The large majority of this information—essential to the proper functioning of the entire manpower management system—originates in the personnel offices at the individual Navy commands. Data on each enlisted man is fed to the appropriate PAMI by means of the enlisted personnel diary. It is this data which is later used to determine who receives orders, when, and the ultimate assignment.

Obviously, the accuracy of personnel information held by the PAMI is of the greatest importance to the operation of the enlisted rotation system. So that Navymen and their commands will have the opportunity to review this information, the Enlisted Distribution Report 1080-14 is sent to each command once a month. This report contains a read-out of the pertinent information contained at the PAMI. The report must be verified monthly by each unit or command; its accuracy has a direct bearing on meeting a command's



THERE COMES A TIME WHEN ALL THINGS MUST END.





personnel requirements in a timely manner. Accurate reporting is important to all concerned.

When you are due for transfer, the PAMI concerned withdraws pertinent information concerning you and transcribes it on rotation data cards. These cards are sent to your command.

If you are otherwise eligible for transfer (on sea duty, for instance, if you have the requisite obligated service for shore duty), you are given the opportunity to list your choices of duty. These choices, along with other pertinent information, are transcribed on the rotation data cards. These cards are then returned to the PAMI, where the data is transcribed on tape. The rotation process then begins in earnest.



### From Sea to Shore — Seavey

As stated above, the Seavey cycle is repeated three times each year. The "A" segment makes its "drops" (consigns groups of men to the EPDOs) during the months of February through May; the "B" segment makes drops in June through September; the "C" segment from October through the following January.

A drop is made each month. Within two to four weeks after the drop, the men chosen are issued orders by the EPDO. As a general rule, these orders become effective during the four months following the segment drops—men dropped to an EPDO during the "A" segment, for instance, are transferred during June through September.

Preparation for each Seavey is begun several months before orders are assigned. The first step is the computation of sea duty commencement cutoff dates.

First, the Seavey planners determine how many vacancies can be filled ashore during the four months of the segment. With the aid of data processing, this is a relatively simple task, as each man ashore is

assigned a tour completion date when he reports and that date—which is when the billet will fall vacant—is recorded in BuPers.

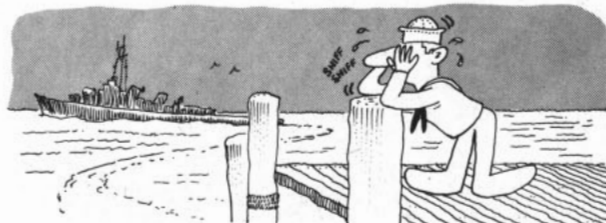
Once a determination has been made concerning the number of men in each rating and pay grade that will be needed to replace men leaving shore duty during the four-month period, sea duty commencement

### Seavey Schedule

Action	Segment Alfa	Segment Bravo	Segment Charlie
BuPers Notice announces cutoff date for Seavey	1 Nov	1 Mar	1 Jul
Rotation data cards mailed to commands	20 Nov	20 Mar	20 Jul
Last date for commands to mail Rotation Data Cards back to PAMI	20 Dec	18 May	18 Sep
Normal order issuing months	Feb-May	Jun-Sep	Oct-Jan
Normal transfer months	Jun-Sep	Oct-Jan	Feb-May

cutoff dates are set. These dates are computed to provide those men who are needed to meet the requirements, and to ensure that the men eligible for shore duty are those who have been at sea for the longest continuous period.

Those who reported to sea duty *before* the sea duty commencement date for their rate and rating are eligible (insofar as time at sea is concerned) for shore



THERE COMES A TIME WHEN ALL THINGS MUST END.

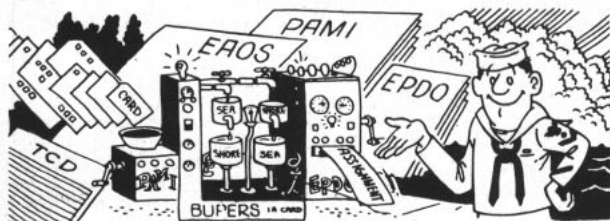


# Glossary of Terms for the Rotating Navyman

Here's a listing of some of the terms commonly associated with Seavey-Shorvey:

**Shore Duty**—Includes CONUS shore duty, Fleet shore duty and certain Fleet activities considered shore duty for rotation.

**Arduous Sea Duty**—Includes ships or units which spend considerable periods at sea away from their



home port during local operations and which when deployed overseas operate at sea extensively. Shore requirements are filled with Navy men serving in arduous sea activities who are eligible for Seavey.

**Overseas Shore Duty**—This is duty performed ashore at activities outside the continental United States where the prescribed Department of Defense accompanied tours are less than 36 months. Duty served in an activity so classified will be credited as sea duty in computation of eligibility for rotation under the Seavey-Shorvey program.

**Toured (non-rotated) Arduous Sea Duty**—This is sea duty performed in non-rotated ships, staffs or units homeported outside the Continental United States excepting Alaska and Hawaii, or in 12-month unaccompanied tour ships or staffs listed in OpNav Inst 4600.16 series or SSBN submarines. Duty served in an activity so classified is credited as sea duty in computation of eligibility for rotation under the Seavey-Shorvey system.

**Preferred Sea Duty**—Defined as duty in ships, squadrons and staffs which normally remain in the assigned home port, or operate locally therefrom only for brief periods. This duty is classified as neutral time for rotation purposes. Duty served in an activity so classified is credited as neither sea duty nor shore duty in computation of eligibility for rotation under the Seavey-Shorvey program.

**Preferred Overseas Shore Duty**—This is duty at shore-based activities overseas where there are available suitable family accommodations and the prescribed Department of Defense unaccompanied tours are 36 to 48 months in recognition of the desirability of this duty. This duty is classified as shore duty for rota-

tion purposes. Duty served in an activity so classified is credited as shore duty in the computation of eligibility for rotation under the Seavey-Shorvey program.

**Normal Tour of Shore Duty**—Period of uninterrupted shore duty, as specified for each rating by the Chief of Naval Personnel.

**EAOS**—Expiration of Active Obligated Service. The date your active duty obligation (including any extensions) expires.

**SDCD**—Sea duty commencement date.

**Adjusted SDCD**—A sea duty commencement date to which has been added the number of months spent serving in a neutral time billet. If, for instance, you began serving at sea on 1 Jan 1964, reported to a neutral time billet on 1 Jan 1965, and returned to sea after two years of neutral time, your adjusted SDCD would be 1 Jan 1966.



**TCD**—Tour Completion Date. The date your tour ashore in CONUS or overseas will end. This date is firmly established four months after you report to a shore station. TCDs also are used in connection with preferred sea duty, toured sea duty, and overseas shore (sea for rotation) duty.

**PAMI**—Personnel Accounting Machine Installation which supplies computer-processed personnel data to an enlisted distribution office (EPDO). There is one PAMI to support each of the three EPDOs.

**EPDO**—Enlisted Personnel Distribution Office. There are three such offices: EPDOCONUS, EPDOLANT and EPDOPAC. Each is responsible for the detailing of enlisted men within its section.

**Enlisted Personnel Diary**—This is the primary means of communication between Navy units and the PAMIs. Each time your status changes (when you reenlist or extend, or are advanced, for instance) the change is recorded on the personnel diary, a copy of which is sent to the appropriate PAMI. Thus the PAMI can keep its records accurate.

duty. Those who reported to sea *after* that date must wait for a future Seavey segment. For dates of Seavey segments, see page 5.

**The SDCD**—For most Navy men the sea duty commencement date is the date they reported to their sea duty command or the date of departure from CONUS, whichever is earlier.

Men who report to new construction to commence a

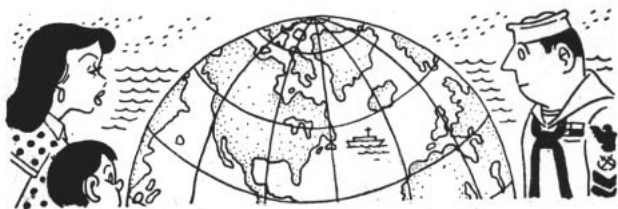
sea tour count sea duty time either from the date they report to the commissioning detail or six months before the commissioning, whichever is later. (There is one exception to this rule: Men who report to a nuclear submarine commissioning detail to commence their sea tour begin counting sea time on the date the Initial Builder's Sea Trials begin or on the date they report, whichever is later.) Do you know your SDCD?



Incidentally, men who are separated from active naval service for a period of more than three months lose their sea duty commencement dates. When they return to sea they are assigned a new SDCD, and must again accumulate the necessary sea duty time before becoming eligible for shore duty orders.

In some instances sea duty commencement dates must be recomputed. The most common is recomputation when neutral time is served between two tours of sea duty.

**Neutral Time**—A neutral time billet is one aboard



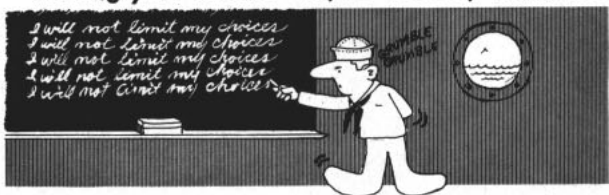
a preferred sea duty command. Examples are ships, squadrons and staffs which are homeported in the U. S. and which normally remain in their home ports. Time in port and liberty hours logically make it unfair to count this type of duty as arduous sea duty for rotation purposes. A list of neutral time units is contained in chapter three of the *Enlisted Transfer Manual*.

Navyman who are serving in neutral time billets are not normally eligible for Seavey. When their neutral tour ends (usually two years after arrival), they are transferred to arduous sea duty and the number of months served at the neutral command is added to the original sea duty commencement date. The result is the recomputed SDCD.

There are two major exceptions to the neutral time policy. The first is dictated by simple logic: Men in ratings such as opticalman, instrumentman, molder, patternmaker, dental technician and those who hold certain NECs normally needed only on neutral time duty are credited with sea time when serving in preferred sea billets.

The second exception deals with Navyman who were serving on neutral time when the change (January 1966) became effective. In such cases recomputation may become quite complex, and those Navyman concerned should seek detailed information from their personnel office.

**Making your choices**—If your sea duty commence-



#### LIMITED CHOICES WILL NOT HURRY YOUR ORDERS.

ment date (recomputed, if required) predates the Seavey cutoff month, you will be given the opportunity to visit your personnel office and, with the technical supervision of a personnelman or a personnel officer, fill out a Vey Interview Record (NavPers 4048, revision 2-64).

As far as the individual Navyman is concerned, the

completion of the Vey Interview Record is the single most important step in the Vey process. The Rotation Data Card with amplifying information, as desired, is forwarded to the PAMI and becomes the primary tool of the distribution petty officers, both in BuPers and at the EPDOs, to ensure that you receive consideration for the duty you desire.

When filling out the interview sheet, keep in mind that assignments are governed by the available vacancies as well as your qualifications. It is therefore important to make your choices as broad as possible.

If you desire duty at one location and nowhere else, it is apropos to say so—but, as a result, you may remain on sea duty much longer than might otherwise be necessary. If, after several months on the Seavey list, there are still no vacancies near your requested location, the assignment officer may be left no choice but to send you to another location.

Occasionally, a Navyman will list the same duty preference several times in the hope of increasing his chances for that duty. It doesn't work that way. The distributor assigns to the first choice, if possible, regardless of secondary choices. If the first choice cannot be granted, and the other choices are duplicates, the distributor has no additional information upon which to base his decision. A person could end up almost anywhere.

Requests should be realistic. While it is legitimate for a radioman to request duty in Idaho as his first choice (he might, just might, receive it), it is in his best interests to list as second and third choices locations where there are concentrations of Fleet or shore communications activities. A request for San Diego may not adequately reflect a desire for duty at the old



home town, Guthrie, Okla., but it will certainly speed the arrival of shore duty orders.

On the back of the Vey Interview Record several inches of space are provided for remarks. It is here the Navyman can reap another benefit of the new Rating Control System. More time is allowed at BuPers to take into account various special considerations. If you want a chance at a special type of duty, by all means say so. If your wife is expecting a baby, and you fear the scheduled arrival time may conflict with your transfer date, don't leave the distributor in the dark. If you want duty with your brother, let the fact be known. No promises are implied—except that the rating control people have a good record of making Navyman happy.

Beneath the remarks column, space is provided for special qualifications. This too can be important, and a complete listing of your special talents may have a decided effect upon your assignment.

One last point to remember when completing the Vey form: Since January 1966 many overseas shore

# SEAVEY-how you shift from sea to shore



Three times each year a BuPers Notice announces sea duty commencement cutoff dates for each rating. PAMI selects you as eligible for transfer if you have been at sea long enough to meet the cutoff date requirement, and issues a rotation data card to your ship or duty station.

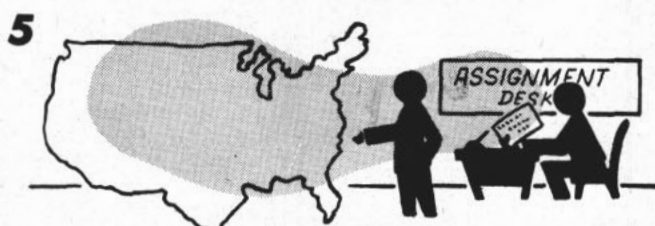
You are then called to the personnel office where, with the personnelman's assistance, you indicate on the rotation data card your shore duty and/or overseas duty preferences. You may also indicate that you desire recruiting duty and/or instructor duty. Your rotation data card is reviewed by your CO and then forwarded, by the fastest means available, to the Fleet PAMI. An entry to this effect is made in your service record.

At the Fleet PAMI the information on your rotation data card is added to other information about you, which the PAMI has on file, and is converted to punched card symbols and codes. Then, by means of transceivers, this information is transmitted electronically to the Bureau.

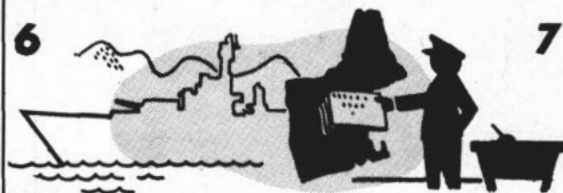


At the Bureau, the names received from the Fleet PAMIs are compiled into a single Seavey list by rate and sea duty commencement date.

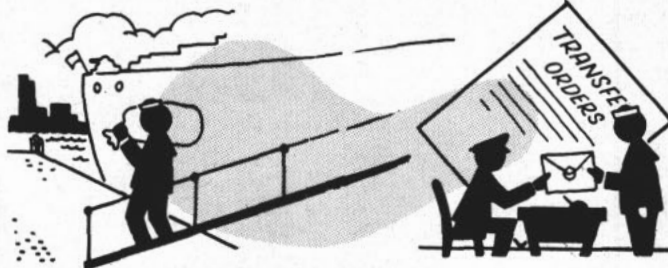
You are then made available to the appropriate EPDO or detailee to fill a shore vacancy when it occurs. The information on your data cards (including choice of duty) is used by the detailee in deciding which shore billet you will fill.



EPDO assigns you to a specific shore station under its jurisdiction, or, if your rating is controlled by the Bureau, the Bureau will select your new station.



The shore duty distributor will, upon assigning you to a specific duty station, forward your deck of data cards to your new duty station and your assignment card to your ship. The data cards will aid your new duty station CO in assigning you to that duty for which you are best qualified. The assignment card your ship receives is an order to your CO directing him to transfer you to a specific duty station ashore.



Upon receipt of your assignment card, your ship will issue standard transfer orders for detachment during a specified month, and you will be directed to report to your shore duty station. Your orders will authorize proceed and travel time, and leave.

billets which allow accompanied tours have been reclassified as shore duty, and are normally filled by men on Seavey.

Tour length for such overseas duty is normally 36 months—or 24 months after the arrival of dependents, whichever is greater. Men may request extensions, but as a general rule they are not granted, since to do so denies another deserving man the opportunity to move ashore.

If overseas shore duty is definitely not desired, you must say so on the Vey Interview Record. At the same time, you must agree to remain voluntarily at sea until a shore billet within CONUS becomes vacant. (Men who serve one shore tour overseas, however, are not normally sent overseas again for their next shore tour unless they specifically request such duty.)

**Obligated Service**—The requirement for adequate obligated service should be carefully noted. Personnel must acquire obligated service upon entry into Seavey or sign a page 13 entry that they do not desire to obligate for the required period to qualify for Seavey.

A total of 24 months' obligated service beyond the last order-issuing month of your particular Vey is required. For Alfa Seavey segments, this month is May; for Bravo, September; and for Charlie, January.

Assume, for instance, your sea duty commencement date makes you eligible to participate in the A-68 Seavey. The last order-issuing month for Alfa Vey is May, so your obligated service must extend to May 1970.

**Caution:** Conditional obligations, such as an agreement to extend or reenlist upon receipt of orders, may



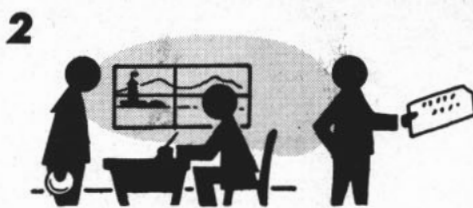
LIST YOUR SPECIAL QUALIFICATIONS.



# SHORVEY - how you shift from shore to sea



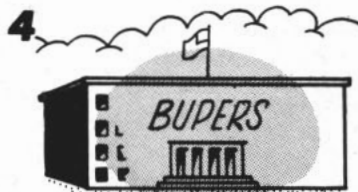
Approximately 12 months before completing your normal tour of shore duty, PAMICONUS (or PAMILANT or PAC if you are on Fleet shore duty) forwards your rotation data card to your station and instructs your CO to interview you in regard to your choices of sea or overseas duty.



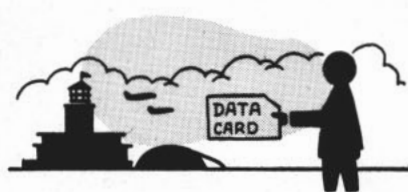
You are called to the personnel office, and, with a personnelman's assistance, you fill out your rotation data card, listing your choices for next sea or overseas duty or school preference. Your data card is then returned by fast means to PAMI.



The PAMI takes the information from your rotation data card (and other information about you it already has on file) and converts this to punched card codes and symbols. A deck of about four data cards is then punched and transmitted to the Bureau.



Using all information from your deck of data cards (which the Bureau assembled into the Shorvey), Bureau assignment officers make you available to either the Atlantic or Pacific Fleet EPDO for further assignment to sea or overseas duty. The information on your assignment card and your data card is then relayed by transceiver to the appropriate Fleet EPDO to assist in assigning you to a Fleet command. This action takes place about four months before you complete your normal tour. Some men on the Shorvey are assigned to schools or to Bureau-controlled billets.



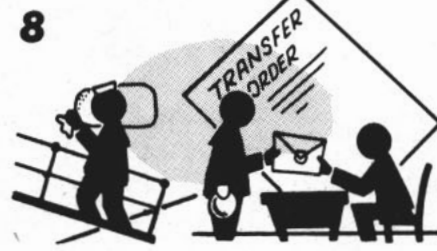
The Bureau sends, via EPDOCONUS, a copy of the No. 1A data card to the shore station where you are serving. This card tells the shore distributor he is losing a man from an activity under his jurisdiction and lets you and your CO know the month when you will be transferred. It also tells you the EPDO or detailee to whom you have been made available for further assignment.



When the EPDO receives your assignment card and deck of data cards from the Bureau (step 4 above), if uses all this information to make a decision as to the ship, Fleet command or overseas activity to which you will be assigned.



After determining your next duty assignment, the Fleet EPDO forwards the assignment card to your present shore station. At the same time your deck of data cards is forwarded to your next duty station to assist your next CO in placing you in the right job.

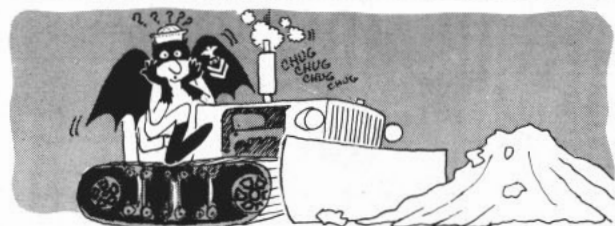


Upon receipt of your assignment card, the shore station will issue standard transfer orders for detachment during a specified month (normally the month in which you complete a tour ashore). You will then be directed to the assigned sea duty, and your orders will authorize proceed and travel time, as well as leave.

not be used to meet the contract requirement. Your new separation date will appear on the Rotation Data Card only if your contract is binding.

There are several instances, in addition to insufficient obligated service, in which you could be kept at sea even though your sea duty commencement date is earlier than the cutoff date.

If you are transferred to a new construction ship, your sea tour will be automatically extended to permit a minimum of one year on board after the date of commissioning. This is necessary to provide personnel



FAILING TO LIST YOUR QUALIFICATIONS BRINGS STRANGE RESULTS

for precommissioning details and initial operations.

If you are a key man in your ship's organization, and your transfer without relief would significantly affect your unit's operational capability, your commanding officer or the appropriate EPDO may request an "operational hold" for any period up to six months.

After you have completed the Vey Interview Record, the information is transcribed on the Rotation Data Card and forwarded to the appropriate PAMI. This information, together with that already available at the PAMI, is relayed to the Bureau of Naval Personnel in Washington, D.C.

At BuPers the information is combined with data concerning the other men eligible for shore duty. The result, in book form, is the object from which the system took its name—the Sea Survey. The men who are to be surveyed are grouped by rating and pay grade. Within each group, the names are in order of sea duty commencement dates, with the earliest date at the top of the list.

As soon as the survey is available, copies are given

# THE VEY INTERVIEW RECORD (NavPers 4048, 2-64)

This worksheet is completed when you are interviewed by the commanding officer's representative, whether you are due to be assigned to sea or ashore. The information is later transcribed onto the Rotation Data Card by a qualified person.

The left-hand column contains code translations of the information contained elsewhere on the page. Entries in this column will be made by your personnelman, who will later transcribe the codes onto the Rotation Data Card.

These two blocks are used to indicate Shorey 1st and 2nd home port preferences.

This block is used only for Seavey. It indicates broad duty preferences.

These blocks are used to indicate duty preferences. Caperton has chosen attack aircraft carriers as his first choice, support carriers as second choice and fighter squadrons as his third. For his fourth choice he has indicated Japan. A school preference should also be included.

This section of the interview sheet outlines Caperton's career history.

School history was formerly entered in this box. Today, however, this information is maintained by BuPers.

In this area you may indicate any information that you want the detailer to consider. Pertinent information may include: Requesting duty with brother aboard the USS Roosevelt (CVA 42); Wife expecting (date), and so forth.

Caperton's performance marks are entered here. Performance marks often have a bearing on the final assignment, especially when overseas duty is being considered.

Special qualifications entered here.

You should sign on the bottom line. The commanding officer's representative and the man who codes the left column will also sign or initial where indicated.

This column is completed by the commanding officer's representative. It includes a space for remarks, for information concerning special qualifications, and boxes to be checked if the Navyman is qualified for special assignment, such as staff, recruiting, or instructor duty.



to the Enlisted Distribution Branch in BuPers, or Pers-B21 as it is called in the Bureau.

The Enlisted Distribution Branch is the organization most closely associated with the Navy's rotation system. It is responsible for the myriad of administrative functions which are often lumped together under the name "Seavey-Shorvey."

The branch has many responsibilities, but the two of particular interest here are distribution and detailing.

It is important to distinguish between the two. Detailing involves the ordering of a man to a specific activity—sending Joe Doaks, BM1, to USS *Boat* for instance. Distribution is the large scale allotment of groups of men to other distribution authorities for further attention—a drop of nine BM1s to EPDOPAC for further distribution and detailing.

A detailee designates the ultimate destination of each man he assigns; a distributor only designates the general area, such as PacFlt, LantFlt or CONUS.

When the Vey list arrives in Pers-B21, the detailers get the first crack at it. These are the officers responsible for filling those billets (comparatively small in number) which, for one reason or another, must be individually considered at the Bureau level. MAAG or Mission duty is in this category, as are recruiting duty, instructor duty, and duty in bureaus and DOD agencies in Washington, D.C.

One of the basic reasons for detailing by the



Bureau is a necessity for screening service records of men chosen for specific jobs which require special skills, clearances, or qualifications. Master copies of all service records are available in BuPers, but not at the EPDOs.

If you are chosen by one of the special detailers, you will receive orders directly from the Bureau. For you, the remainder of the assignment routine will be irrelevant.

As said before, comparatively few billets are Bureau-controlled. Most men on Seavey pass to the distribution phase.

**The Drop—** If you are not removed from the Seavey list by virtue of orders to a "B" billet, you will be distributed by the Seavey section of BuPers. In other words, BuPers will drop you to an EPDO for further assignment.

A BM1 would be listed on the Vey with other BM1s who are eligible for shore duty. Seniority on the list is determined by sea duty commencement date—the BM1 with the earliest SDCD is placed at the top of the list.

Each month the Seavey receives a manpower requisition from EPDOCONUS, EPDOLANT and EPDOPAC. The CONUS requisition specifies the naval district for which each request is made. The requisitions from EPDOLANT and EPDOPAC (which control

most overseas billets and Fleet shore billets) specify naval district or overseas area.

Essentially, distribution consists of matching the list of men with the list of vacancies.

Many factors enter into each decision: Requests, special information listed on the Vey (taken from the rotation data card), NECs, special requirements of the billet . . . possible considerations are all but endless.



The disposition of each case usually depends upon the considered opinions of the distribution officer and various experts in other sections of BuPers.

While each case is different, there are some general procedures normally followed by Seavey. Knowledge of these procedures can be quite helpful to the Navyman in the Fleet who is filling out his rotation data card.

For each requisition the distributor first determines which men on the list qualify—the requirements often stipulate NECs and service ratings. He then checks first choices in order of seniority.

If, for instance, the requisition is for a BM1 to fill a billet somewhere in the 11th Naval District, the distribution chief will check his BM1 list to determine if any of the qualified men have indicated the 11th Naval District as their first choice.

If one of the BM1s has indicated a first-choice desire for the 11th Naval District, he is in line for orders—unless, of course, there are other considerations. If more than one BM1 has requested 11ND, the chances are excellent that the most senior man on the list (by virtue of his SDCD, not his active duty base date) will be assigned the duty.

If no BM1 on the list has requested 11ND (or, of course, a wider geographic code which includes 11ND, such as anywhere, U.S.A. as first preference), the distributor will then repeat the process with the second choices.

The implications are rather important. A limited



first choice may well delay shore duty orders, even if the second and subsequent choices are broad.

The distributors pride themselves on their ability to assign men in accordance with their requests. Sometimes, of course, the needs of the Navy dictate that a man be assigned in an area he did not request. When the distributor finds it impossible to fulfill a

# Examples of how to fill in your Rotation Data Card

## SEAVEY ROTATION DATA CARD

These home port codes indicate that Caperton desires shore duty within the continental United States. In the Seavey, home port codes represent broad type of duty preferred.

Career history covers approximately 10 years' naval service. The numbers indicate the period served aboard the ship or station. When this card was submitted for Caperton, he was attached to an attack aircraft carrier. The first code indicates he has served on board for 19 months. Before this he was attached to an attack squadron based in Long Beach, etc.

The top line of the rotation data card is punched and printed by the PAMI. It contains identifying information including service number, rate and rating, name, active duty obligation, tour completion date, and the date PAMI mailed the card.

**DUTY CHOICES**  
The lettered codes indicate naval activities where duty is preferred:  
  
LFO - San Francisco, California  
KSD - San Diego, California  
MSE - Seattle, Wash.

**OVERSEAS CHOICE**  
Caperton indicates that, as a fourth choice, he prefers shore duty in Japan.

The evaluation code space is filled in by Caperton's commanding officer. The mark is taken from the enlisted performance record and converted to code. "1" represents "outstanding," and so forth.

**SPECIAL QUALIFICATIONS**  
Caperton is qualified on the F4D aircraft and the J71 aircraft engine.

**ADDITIONAL REMARKS**  
The additional remarks box contains information that Caperton or his commanding officer wish to bring to the attention of the assignment officers. In this case, "qualified instructor" not only indicates that Caperton is qualified, but also that he is recommended for instructor duty by his commanding officer.

## SHORVEY ROTATION DATA CARD

These codes indicate that when Caperton goes to sea he wants to be based in San Francisco. However, if he can't have the West Coast, then he prefers an East Coast ship based in Newport, R. I.

**EVALUATION CODE**  
The evaluation code space is filled in by Caperton's commanding officer. The mark is taken from the enlisted performance record and converted to code. "1" represents "outstanding," and so forth.

The top line of the rotation data card is punched and printed by the PAMI. It contains identifying information including service number, rate and rating, name, active duty obligation, tour completion date, and the date PAMI mailed the card.

**DUTY CHOICES**  
For sea duty Caperton wants a CVA, CVS or VS squadron, in that order.

**OVERSEAS CHOICE**  
If he must go overseas, he wants to go to Japan.

**SPECIAL QUALIFICATIONS**  
Caperton is qualified on the F4D aircraft and the J71 aircraft engine.

**ADDITIONAL REMARKS**  
The additional remarks box contains information that Caperton or his commanding officer wish to bring to the attention of the assignment officers.

**CAREER HISTORY**  
The career history should cover approximately 10 years' naval service. The numbers indicate the period served aboard the ship or station. Caperton has served (most recent stations first) 26 months at NAS Jacksonville, 23 months with Attack Squadron 46, 17 months with Fighter Squadron 111. . . and so forth.



request, he usually delays orders until the latest possible time in hopes something will turn up. It often does.

When you have been selected to meet a certain requirement, the EPDO concerned is notified that you have been released for further assignment within a naval district or, if for overseas shore duty, in a specific country.

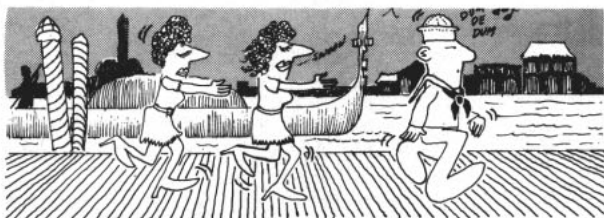
The Bureau, of course, is well aware that every man on Seavey is extremely interested in what action is taken. So that the man concerned will be informed at the earliest possible moment, BuPers, when making an assignment, sends a 1-A card to the commanding officer of each man involved. The 1-A card specifies that the drop has been made, the naval district or overseas area to which assigned, and the EPDO responsible for making the ultimate assignment.

Orders from the EPDO, stating specific location, usually arrive about two or three weeks after the 1-A card. After that you're concerned with travel and transfer regulations, not Seavey.

### Shore to Sea

Shorvey (Shore Survey) is the counterpart of Seavey. Shorvey is the process by which Navymen who have completed shore duty are rotated back to sea.

With Seavey, the survey process begins near the



**SOME DUTY IS LESS ARDUOUS THAN OTHER DUTY** end of your tour, but with Shorvey the opposite is true. Four months after you report to your shore command, the length of your tour will be firmly established.

Normal shore tour lengths are computed for individual rates and ratings, and are governed in each case by the ratio of sea billets to shore billets.

These normal shore tour lengths are the basis for the establishment of tour completion dates.

- 24 MONTHS—BMC, 1, 2, 3, BMSN; QMC, 1, 2, 3, QMSN; SMC, 1, 2, 3, SMSN; RDC, 1, 2, 3, RDSN; STC, 1, 2, 3, STSN; TMC, 1, 2, 3, TMSN; MN3, MNSN; GMMC, 1, 2, 3, GMMSN; GMGC, 1, 2, 3, GMGSN; GMT3, GMTSN; FTC, 1, 2, 3, FTSN; MT2, 3, MTSN; ET2, 3, ETSN; IMC, 1, 2, 3, IMSN; OMC, 1, 2, 3, OMSN; RMC, 1, 2, 3, RMSN; SKC, 1, 2, 3, SKSN; DK2, 3, DKSJ; CSC, 1, 2, 3, CSSN; SHC, 1, 2, 3, SHSN; PCC, 1, 2, 3, PCSN; LIC, 1, 2, 3, LISN; MMC, 1, 2, 3, MMFN; ENC, 1, 2, 3, ENFN; MRC, 1, 2, 3, MRFN; BRC, 1; BTC, 1, 2, 3, BTFN; EMC, 1, 2, 3, EMFN; ICC, 1, 2, 3, ICFN; DCC, 1, 2, 3, DCFN; PMC, 1, 2, 3, PMFN; MLC, 1, 2, 3, MLFN; SFC, 1, 2, 3, SFFN; EAC, 1, 2, 3, EACN; CEC, 1, 2, 3, CECN; EOC, 1, 2, 3, EOCN; CMC, 1, 2, 3, CMCN; BUC, 1, 2, 3, BUCN; SWC, 1, 2, 3, SWCN; UTC, 1, 2, 3, UTCN; AT3, ATAN; AX3, AXAN; AO2, 3, AOAN; ABC, 1, 2, 3, ABAN; PH3, PHAN; HN; DN; SDC, 1, 2, 3, TN.

- 30 MONTHS—ET1; AT2; AE3, AEAN; PTC, 1, 2, 3, PTAN; AX2.

- 36 MONTHS—MN2; GMTc, 1, 2; MTC, 1; ETC;

DSC, 1, 2, 3, DSSN; YN3, YNSN; CYN3, CYN3; PN3, PNSN; DKC, 1; JO3, JOSN; DM3, DMSN; ATC, 1; AS; AXC, 1; AOC, 1; AEC, 1, 2; AQC, 1, 2, 3, AQAN; PRL, 2, 3, PRAN; PHC, 1, 2; HM3; DT2, 3.

- 42 MONTHS—MNC, 1; ADRC, 1, 2, 3, ADRAN; ADJ2, 3, ADJAN; AMC, 1, 2, 3, AMAN; AK1, 2, 3, AKAN; AZ1, 2, 3, AZAN; HM2.

- 48 MONTHS—YNC, 1, 2; PNC, 1, 2; DMC, 1, 2; ADJC, 1; PRC; AKC; AZC; HMC, 1; DTC, 1; JOC, 1, 2.

### Bulletin

## New Shore Tour Lengths Have Been Set For Certain Aviation, Clerical Ratings

see page 22

Many Navymen, upon reporting for duty, are faced with a decision concerning their shore tour length. This is because four months after arrival the tour completion date is established *on the basis of obligated service at that time*.

Often it is necessary to incur additional obligated service in order to receive a normal shore tour.

When you report ashore you will find yourself in one of the following categories: Your EAOS (expiration of active obligated service) coincides with the end of your normal tour of shore duty as listed above; your obligated service exceeds your normal shore tour by 13 or more months; your EAOS falls short of your normal tour ashore, leaving you insufficient obligated service for a full shore tour; your EAOS falls after your normal tour completion date, but does not give you sufficient time to serve a full tour ashore plus the 13 months required to return to sea.

In each case the situation and the options are different.

- Your EAOS coincides with the end of your normal tour of shore duty as listed above. You have no problems. You are not obligated to return to sea, and you may serve a complete shore tour. You are also in the minority; life is usually more complex.

- Your obligated service exceeds your normal shore tour by 13 or more months. You will receive the normal shore tour, then return to sea.

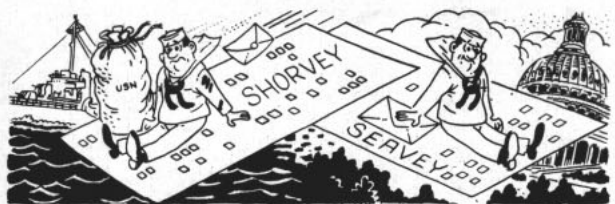
- Your EAOS falls short of your normal tour ashore,



leaving you insufficient obligated service for a full shore tour. You have a decision to make. You have three choices and four months to mull over the situation.

As an example, you reported ashore in March 1967. The normal tour for your rate and rating is 36 months. Your EAOS is January 1969, so you would need an

# Do You Know Your Rotation Data Codes?



## Code

## What it Means

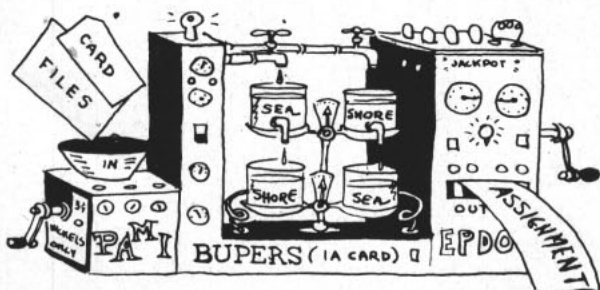
- C1, L1, or P1-----Your rotation data card has been mailed to your command by PAMI (CONUS, LANT or PAC, as appropriate).
- C2, L2, or P2-----PAMI has forwarded rotation data card information to BuPers. BuPers will process this information and furnish the PAMI with additional rotation data at some later date.
- C3, L3, or P3-----Your name has been sent to BuPers as eligible for Seavey/Shorvey. However, no information regarding your duty preferences was furnished PAMI. Therefore, you will be recorded by BuPers "without duty preferences" until your preferences are submitted by speedletter.
- 2\*-----You are eligible for assignment, but will become ineligible in less than 90 days because of insufficient obligated service. (This code applies only to Seavey.)
- 20-----You are eligible for assignment, but orders have not yet been issued.
- 21-----Not eligible for assignment because of insufficient obligated service.
- 22-----Your sea duty commencement date is blank, or you are ineligible to be included in the current Seavey segment. Verify your sea duty commencement date on the 1080-14. If it's in error, act in accordance with paragraph 3.21 of the TRANSFER MANUAL.
- 23-----You are not being considered for orders this month because of tour completion date factor. Includes those whose shore/overseas tours have been extended.
- 25-----You are not being considered for orders this month because you are in a transient or temporary duty status.
- 26-----You are not being considered for orders this month because the sea/shore code of the activity to which you're assigned has been changed and is being verified by BuPers. A new code will be assigned upon completion of this verification.



## Code

## What it Means

- 27-----Your assignment is being held in abeyance because of a sea tour extension.
- 28-----You are not being considered for orders this month because you are assigned to one of the special billets outlined in paragraph 24.43 of the TRANSFER MANUAL.
- 29-----You are ineligible for orders because you're in a status not covered by Seavey/Shorvey (e.g., MA, MU, TD, Wave).
- 30-----Assignment is either pending a decision by EPDO, or a transfer directive has been issued.
- 50-----You were previously in an unassigned Vey status. BuPers has received a hospital or school availability and the resulting assignment was made outside the Vey system. You will be restored to an unassigned Vey status upon reporting to your new duty station.
- 92-----You've been removed from Seavey/Shorvey because the sea/shore code of your activity has been changed, making you ineligible.
- 93-----Removed from Seavey/Shorvey because your EDA at your new duty station has passed.
- 94-----Removed from Seavey/Shorvey because you've reported to your new duty station.
- 95-----Removed from Seavey/Shorvey as a result of information received at BuPers.
- 97-----Removed from Seavey/Shorvey because your name or service number on new submissions does not match BuPers records. (BuPers will take action to restore you on Seavey/Shorvey.)
- 98-----Removed from Seavey/Shorvey for an undetermined reason which is being investigated.
- 99-----Removed from Seavey/Shorvey because of PAMI change.
- V6-----While in a Seavey status, you were assigned to a sea duty activity before its redesignation as a preferred overseas shore activity, classified as shore duty for rotation purposes. You will be considered for assignment ashore under normal Seavey procedures upon completion of present tour.





additional 14 months of obligated service if you are to receive a full tour ashore. Here are your options:

1. You may agree to extend for 14 months, and your shore completion date would then coincide with your EAOS. (A word of caution here. Current regulations require a man reporting to sea to serve at least one year. This means you may not extend for 15 months instead of 14 because your EAOS would then exceed your shore tour by one month. If you extend for more than 14 months, you must extend for at least 27 months, allowing for a year at sea and one month to go from your shore station to your sea command.)



2. You may extend for 27 or more months. You would then complete your full tour and return to sea. The operations of Shorvey are such that it would be distinctly advantageous for you to have extended for rotation to sea either when your TCD is established or, at the latest, when your rotation data card is submitted. Your name and choices of duty would then be available to your distributor at the beginning of the Shorvey cycle, when he has a wide choice of open billets.

Should you wait until both your shore tour and enlistment are about to expire before obligating for sea duty, the distributor may have already filled many of his open billets—those remaining might not be those you would prefer.

3. You may do nothing. When the four months' grace period has expired, your tour completion date will be established to coincide with your EOAS, and you will have lost the opportunity to have a full normal tour of shore duty. The TCD, once set, is final—even though you may later decide to extend or reenlist.

• Your EAOS falls after your TCD (through no fault of your own), but does not give you sufficient time to serve a full tour ashore plus the 13 months required to return to sea.

In this instance a great deal depends upon the length of a normal shore tour for a man of your rate and rating.

If your normal tour is 24 months, and your expiration of enlistment extends no more than six months beyond your normal tour completion date, your tour may be extended to coincide with your EAOS. If the excess time is more than six months, you will be required to return to sea—and if you do not extend your enlistment to provide the required 13 months necessary for transfer to sea, your shore tour will be cut short to make up the difference.

If your normal tour is greater than 24 months, essentially the same rules apply—except that your tour will not be extended. If your excess time is one month

or more, you must go to sea, and if you do not extend to provide the necessary 13 months' sea time, your shore tour will be shortened.

Don't overlook the phrase, "through no fault of your own." If you extend after you have received your shore duty orders with the idea of receiving a shore tour a little longer than most, it won't work out that way. When the excess time is not entirely accidental, the 13-month rule mentioned earlier will apply.

Once your tour completion date is established, you will normally have no further personal contact with the rotation system until about one year before your TCD. At that time the PAMI responsible for your command prepares and mails a rotation data card to your commanding officer. Your CO will see that you are interviewed by a qualified officer or senior petty officer. You will fill out a Vey interview form, indicating your choice of sea duty.

The information on the Vey interview form is transposed to the rotation data card, which is then returned to the PAMI.

If you do not receive a data card because you fail to meet the obligated service requirements for rotation you may, at this point, execute an agreement for 13 or more months' additional service. If you do, a rotation data card will be prepared for you and submitted.

At the PAMI the information on your card is forwarded to the Bureau of Naval Personnel, along with information concerning other Navymen due to participate in the Shorvey.

As a general rule, your distributor will have made a decision concerning your next assignment about four months before you are due to be transferred. When the assignment is made, you will receive a 1-A



card which will indicate your assignment to duty in the Atlantic or Pacific Fleet or to a Bureau-controlled billet.

The EPDO or BuPers detailee to whom you have been made available will process your orders. Your name and personal data will be given to one of the type command representatives (or detailers) who will make the final decision. You should be notified of your ultimate destination within a month after you receive the 1-A card.

Your prospective command is also notified. Your new CO will have advance notice and will have time to plan your specific job assignment within the command.

When transfer time arrives, your shore station CO will issue you a standard transfer order, directing that you be transferred during a specified month. The STO will indicate the number of days' annual leave you are authorized to take en route to your new duty station.

Generally, a Shorvey transfer is as simple as that.



# Rating Control:

**I**F YOUR RATING is not currently among those distributed by the new rating control system, it may be in the not too distant future.

Early in 1965 the Secretary of the Navy's Retention Task Force recommended an expansion of rating control to include all Navy occupations.

The expansion will be the most significant alteration of the enlisted distribution system since Seavey-Shorvey was introduced back in 1957. And, as when Seavey-Shorvey was established, the change will be distinctly beneficial to the enlisted man as well as highly advantageous to the Navy.

*What is rating control?* Essentially it is precision distribution by a "desk" system. Complete and separate organizations are provided for groups of two to six related ratings, and manned in part by senior petty officers taken from the rating group. Each small staff is concerned with all aspects of the ratings represented, including training, rotation patterns, and distribution. As a result, the rating control desks are able to monitor the individual needs of each rating.

Rating control will bring to manpower management a degree of personal attention never before achieved. In addition to providing for specialized distribution, the new organization allows more manhours for each enlisted personnel action than has previously been possible, whether it be a training request, duty extension, or other desire of the man or command.

## A Most Successful Experiment

**T**HE FIRST, TENTATIVE STEP toward a Navy-wide rating control system was taken in 1963. In the beginning, the possibilities of the new concept could not be foreseen, and rating control was planned to apply only to the highly technical ratings.

The service ratings GMM and FTM were chosen for the semi-

experimental program. Both were fairly typical of the groups which were causing management headaches.

Problems in the GMM and FTM fields had been developing for several years. Back in 1956 the first guided missile ship was commissioned. The distributors had a hectic time locating enough gunner's mates and fire controlmen with the necessary skills to man the new weapons, but they did manage.

But the troubles were only beginning. By the end of the 1950s there were five guided missile ships and the personnel situation had improved but little.

The rub was only partly the limited number of available GMMs and FTMs—the location and identification of men who were specifically trained to perform specialized duties was also a problem.

A rapid growth of missile technology and the consequent need for specialists had prompted the classification experts to divide the GM and FT ratings into service ratings and, further, into a large number of specialties identified by Naval Enlisted Classification (NEC) codes.

**S**O MANY ADDED PIGEONHOLES strained the distribution system and confused the personnelmen who, while expert on personnel management, had little knowledge of the technical eccentricities of the GMM and FTM subratings. To most personnelmen (to almost anyone who is not an electronics expert), a GMM job code is simply a number, and the technical description is not always helpful because enough detail can't be given. Overworked distributors found the extra classifications too much to cope with. The quality of distribution began to slip.

Something had to be done. That something was rating control.

The new system relied heavily on a combination of technically trained



distributors and a "desk" method which made special handling possible. The missile technicians of the GM and FT ratings were removed from the standard distribution roster and turned over to the experts on the GMM-FTM desk.

If there was ever any doubt of the project's value, it was quickly dispelled. To a large extent the manpower problems of the two service ratings quickly disappeared and the quality of distribution was found to be well above 95 per cent—which is to say more than 95 out of each 100 men distributed were placed in billets which suited them precisely.

BuPers is not an organization to overlook a good thing. Within a relatively short time other critical ratings were added to the system, each group with its own expert staff of trained detailers. By late 1965 there were eight rating control desks. The categories were: FT and GM; ST; ET and DS; RD; RM; AX, AT and PT; AE, AQ and PH; MA and TD. Recently, the AB, AM, PR, AZ, AO, AD, HM and DT ratings have been added.

## The Wholesalers

**I**NSOFAR AS PROCEDURES are concerned, the rating control system has much in common with the old organization. The primary mission still is distribution (wholesaling, as it's called by the distributors). Distribution consists of making men in pay grades E-7 and below available to EPDOLANT, EPDOPAC and EPDOCONUS for further assignment.

In addition, the appropriate rating control desks are responsible for detailing senior and master chief petty







# How It Works



officers. Detailing, unlike distribution, consists of assigning men directly to specific billets.

Senior and master chiefs come to the attention of rating control whenever they are reassigned. The names of other enlisted men cross the rating control desk when the men are transferred from sea to shore or shore to sea and when they are transferred from one EPDO's area to another.

The bulk of rating control distribution involves men on either Seavey or Shorvey. Other responsibilities include intra-Fleet swaps, requests for duty with a brother (if the request entails transfer from one EPDO to another), transfers which involve STAR, SCORE or other reenlistment incentives, requests for humanitarian shore duty, extensions, and assignments to or from Vietnam.

**B**ECAUSE ENLISTED DISTRIBUTION is handled by the Bureau of Naval Personnel, the men chosen as rating control petty officers are in an excellent position to serve as Washington, D. C. representatives on behalf of their ratings. They are encouraged to capitalize on the situation. They do.

The rating control desks maintain almost constant communication with the various sections of the Bureau of Naval Personnel, the offices of CNO, and the hardware commands, including those responsible for training, classification, retention, special programs, and new equipment. As technical experts and members of the rating, they are able to discuss candidly those special problems involving their ratings which may be resolved while they are still small.

Such an infusion of technical per-

sonal knowledge has proven invaluable. Each time a new rating is added to the system, adjustments to special programs and policies are made. Some of these changes solve problems which were too specialized to be dealt with before the skill was included in rating control.

Aside from distribution by technical specialists, the factor most responsible for the success of the new system is its increased staff. The chiefs and other senior petty officers assigned to the rating control sections have the time to consider carefully all aspects of requests from individuals.

Of the several methods used by rating control to communicate with the Fleet Navyman, the most important is the rotation data card—an old standby which has been given new emphasis by rating control.

Navymen who are due to be transferred ashore or back to sea are given the opportunity to complete a rotation data card. The information on this card is sent, via the appropriate PAMI, to the rating control desk in BuPers.

Thus, when it is your turn to be transferred the rating control petty

officer will have a good deal of information concerning your qualifications and your desires. He will have, for instance, your four duty choices in the order of their desirability. He will know your length of obligated service. He will be aware of your special qualifications. He will be cognizant of any unusual situations which might affect your transfer—the ETA of an expected addition to your family, a child in a special school or your views in regard to areas in which you do *not* wish to serve.

**D**ISTRIBUTORS have made use of such information for years, of course. But under rating control the petty officer in the Bureau has more time to devote to your assignment. The standard distribution system allows a ratio of one distributor for each 30,000 men in the Navy. Rating control operates with one distributor for each 5000 men.

As a result, your BuPers distributor has time to ponder your situation before he attempts to place you. In all likelihood he will look at your service record before making a determination.

## Here are the Plans for the Future

When rating control is expanded to conform with the Task Force recommendation, tentative plans call for the desks to be grouped into four sections. For the ratings already under rating control, see the story on these pages.

**Rating control group Alfa** will have two desks. One will control all men in the submarine and nuclear fields, the other all those in the Seabee ratings.

**Group Bravo** will be responsible for aviation ratings. There will be four desks: one for AX, AT, AQ, AF and TD; one for AD, AM, PR, and AZ; another for AB, AO, AS, PH and PT;

and the fourth for AC and AG.

**Rating group Charley** will be the largest of the four, with six desks: YN, PN, LI, PC and JO; DK, SK, AK, CS, SD and SH; SM, QM, BM, HM and DT; MM, EN, BT, BR, and MR; EM, IM, OM and IC; and ST, DC, PM, ML and DM.

**Group Delta** will have five desks: FT and GM; ST, TM and MN; ET and DS; RD and DT; and RM and CYN.

When the expansion is complete, ALL HANDS will publish the address and telephone numbers of each desk. From time to time, amplifying information from each desk will also be printed.





# Overseas Tour Lengths

Where will you be going on your next overseas tour?

Here's a list of overseas duty stations and standard overseas tour lengths as described in BuPers Inst 1300.26D.

Generally, the time creditable on your overseas tour begins on the day that you actually depart from the United States.

Technically speaking, overseas duty consists of military duty performed while assigned to a military installation or activity permanently located at a land station outside the United States or in Alaska or Hawaii.

Unless otherwise qualified, a standard tour begins with the departure from a United States port

(except in Alaska or Hawaii) and ends with the day of return on permanent change of station.

The length of overseas tours is subject to change.

Locations indicated by N/A are areas where dependents are not permitted.

These tour lengths do not apply to attache personnel.

Country or Area	Tour With Dependents (in months)	Tour Without Dependents (in months)	Country or Area	Tour With Dependents (in months)	Tour Without Dependents (in months)	Country or Area	Tour With Dependents (in months)	Tour Without Dependents (in months)
<b>Alaska</b>			<b>and Caicos and Andros Island</b>			<b>Cuba</b>		
Aleutian Peninsula and Islands West of 162d Meridian including Adak, Attu, and Dutch Harbor; Point Barrow	18	12	Island	N/A	12	Guantanamo	24	12
Anchorage Area including Elmendorf AFB and Fort Richardson	36	24	Eleuthera	24	18	Cyprus	24	18
Bethel; Kodiak Island; Nome	24	12	Bahrein Island	15	12	Dahomey	24	12
Big Delta Area including Fort Greely; Kenai-Whittier Area including Wildwood Station; Juneau	24	18	Belgium	36	24	Denmark	36	24
Fairbanks Area including Eielson AFB, Ladd AFB and Fort Wainwright	30	18	Bermuda	36	24	Dominican Republic	36	13
Fire Island; Clear; Murphy Dome	N/A	12	Bolivia	24	18	Ecuador	24	18
Antarctic Region	N/A	Indef.	Brazil (except as indicated)	36	24	Egypt	36	24
Argentina	36	24	Fortaleza	N/A	18	El Salvador	36	24
Aruba	24	18	Recife; Salvadore; Santa Cruz	24	18	Eniwetok	N/A	12
Ascension Island	N/A	12	Burma (except as indicated)	24	12	Ethiopia-Eritrea (except as indicated)	24	18
Australia (except as indicated)	36	24	Rangoon	24	14	Asmara	30	18
Alice Springs and Northwest Cape	24	18	Cambodia	24	12	Massawa; Harrar and other isolated areas	N/A	12
Austria	36	24	Canada			<b>Germany</b>	36	24
Azores	24	18	Labrador (except as indicated)	24	12	<b>Greece</b>		
<b>Bahamas</b>			Goose AFB	24	15	Athens, Pendelikoh, Eleusis, Katsimidhi, Parnis, Marathon, Kifisia, Ekali, Piraeus, and Pateras	30	18
Grand Bahama Island; San Salvador; Turks			Metropolitan Areas	36	24	Crete (except Soudha Bay)	24	18
			Newfoundland			Soudha Bay	N/A	12
			Argentina	24	18	Other Locations	N/A	12
			St. Johns	36	24	Greenland	24	12
			Stephenville	N/A	12	Guam	24	18
			Other Areas	24	12	Guatemala	36	24
						Guinea	24	12
			Chichi Jima	18	12	Haiti	36	24
			Chile	36	24	Hawaii	36	24
			Christmas Island	N/A	12	Honduras	24	18
			Colombia	36	24			
			Congo (Leopoldville)	24	12			
			Corsica	N/A	18			
			Costa Rica	36	24			

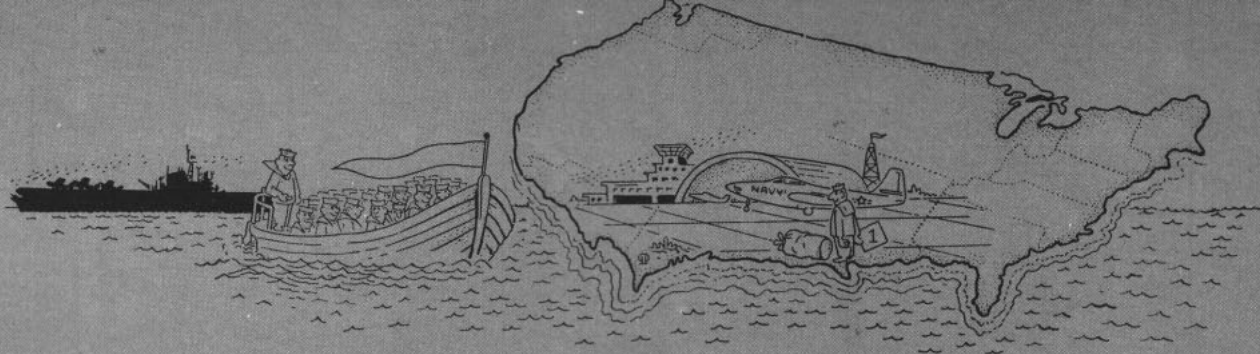






Country or Area	Tour With Dependents (in months)	Tour Without Dependents (in months)	Country or Area	Tour With Dependents (in months)	Tour Without Dependents (in months)	Country or Area	Tour With Dependents (in months)	Tour Without Dependents (in months)
Hong Kong	36	24	Mahe Island, Seychelles	24	13	Guardamar del Segura, and Sonseca	24	18
Iceland	24	12	Mali	24	12	Adamuz, Ciudad Real, and Santiago	N/A	18
India	24	12	Malta	24	12	Balearic Islands and Gorremandi	N/A	15
Indonesia	24	14	Mexico	36	24	Surinam	24	18
Iran (except as indicated)	24	12	Midway Island	18	12	Taiwan (except as indicated)	24	15
Teheran	24	18	Morocco			Isolated locations	N/A	12
Iraq	24	18	Ben Guerir Area	24	12	Thailand (except as indicated)	24	12
Italy (except as indicated)	36	24	Casablanca Area including Nouasseur	36	24	Bangkok	24	18
Sigonella, San Vito, Brindisi, Ghedi, Piacenze, Rimini, Martina Franca, and Gioia del Colle	24	18	Marrakech Area	30	18	Trinidad and Tobago	24	18
Mt Venda and Mt Corna	N/A	18	Port Lyautey Area	24	15	Turkey		
Mt Virgine, Reggio, Monte Limbara, Naz Sciaves, Zello, Mt Calverina, Mt Pizzoz, Mt Grappa, and Mt Torara	N/A	15	Sidi Slimane	24	12	Ankara, Cigli, Istanbul and Izmir	24	18
Cima Gallina, Mt Paganella, Mt Cimona and Gambarie	N/A	12	Nepal	24	12	Adana, Sile, Colcuk, and Karamousel	24	18
Ivory Coast	24	12	Netherlands	36	24	Samsun	24	15
Iwo Jima	N/A	12	New Zealand	36	24	Trabzon	N/A	15
Japan (except as indicated)	36	24	Nicaragua	36	18	Other Areas	N/A	12
Iwakuni	24	18	Niger	24	12	United Kingdom (except as indicated)	36	24
Wakkanai	24	15	Nigeria	24	12	Londonderry (Ireland); Edzell; Holy Loch; Thurso (Scotland)	24	18
Kobe-Akashi-Osaka	24	15	Norway	36	24	Upper Volta	24	12
Akizuki-Kure	24	13	Pakistan (except as indicated)	24	18	Uruguay	36	24
Kokura Moji	N/A	13	Lahore	N/A	15	Venezuela	36	24
Fuji Maneuver Area	N/A	13	Peshawar	24	15	Vietnam	N/A	12
Isolated Areas, including Abashiri, Asoiwayama, Mito, Mineokayama, Namaike, Nemuro, Ominato, Seburyama, Takaeyama, and Wajima	N/A	12	Palestine (UN Truce Supervisory Organization)	24	12	Virgin Islands	36	24
Johnston Island	N/A	12	Panama (including Canal Zone)	36	18	Wake Island	18	12
Jordan	24	12	Paraguay	24	18	West Indies		
Korea	24	13	Peru	36	24	Antigua; Barbados; Anguilla	24	18
Kwajalein	18	12	Philippine Islands (except as indicated)	24	18	St. Lucia	N/A	12
Laos	24	12	Mindinao; Balanga Area (Bataan); Laoag; Lubang	N/A	12	Yugoslavia	24	18
Liberia	24	12	Mactan Island	N/A	13			
Libya (except as indicated)	24	12	Wallace Air Station	N/A	15			
Tripoli including Wheelus AFB	36	18	Portugal	36	24			
El Uotia; Misurata	N/A	12	Puerto Rico	36	24			
			Ryukyus Islands (except as indicated)	30	18			
			Isolated Areas	N/A	12			
			Saipan	24	18			
			Saudi Arabia	18	12			
			Senegal	24	12			
			Spain (except as indicated)	36	24			
			Zaragoza, Villatobas, Constantina, Inoges, Rosas, Alcoy and Elizondo	30	18			
			El Ferrol, Cartagena,					





# SEAVEY SEGMENT B-67

**B**ECAUSE OF THE buildup in Southeast Asia, without a corresponding increase in shore billets, sea tours continue to be lengthened in many ratings. This is further compounded in some of the Group V (administrative and clerical) ratings, as a result of the conversion of a number of certain Navy shore billets to civilian positions.

As in the past few Seavey segments, preferred overseas billets, published in Chapter III of the *Enlisted Transfer Manual*, are to be filled by those individuals eligible for Seavey. There are obvious advantages in serving the longer overseas shore tour as compared to the shorter average CONUS tour.

Seavey-eligible Navymen will not be assigned to an overseas activity where dependents are not authorized or where adequate family accommodations are not available.

If you do not want a preferred overseas shore duty assignment, you must say so in Block 11 of your Rotation Data Card. Having done this, you will not, as a general practice, be assigned overseas; however, after every effort has been made to assign you to one of your CONUS duty preferences you may be extended at sea until a later Seavey segment when there are sufficient CONUS billets available.

It would, therefore, be prudent for you to indicate both CONUS shore and preferred overseas areas.

You are (once again) reminded that once you have orders to shore duty, a request for cancellation will do you little or no good.

Here are the eligibility requirements for Seavey B-67:

- You must be in an on board for duty status.
- You must have commenced a continuous tour of sea duty in or before the month and year specified below for your rate and rating.
- You must have an active duty obligation to September 1969 or later.
- If you are on overseas shore duty or toured sea duty, you must have a tour completion date which falls within the transfer months of this Seavey segment (i.e., October 1967 to January 1968, inclusive). If your tour completion date is after January 1968, you will not be extended at sea when you reach your TCD, but will be entered into the next Seavey segment into which your TCD falls (providing you are otherwise eligible). Effective with this Seavey segment, 14-month extensions at sea of Seavey-eligible Navymen completing toured sea duty must be well justified and approved by the Chief of Naval Personnel (Pers-B21).
- If you are assigned to a preferred overseas shore activity and meet the sea duty cutoff dates of Seavey A-66, and if your tour completion date falls within the transfer

months of Seavey B-67, you will have a Rotation Data Card prepared and forwarded by PAMI if you are not currently recorded in Seavey. It is up to you to make sure that your duty preferences are current.

• If you are on a sea tour extension, you are ineligible unless the sea tour extension expires during the transfer months of this segment.

• Change in rate or rating after the cutoff dates have been announced by BuPers Notice 1306 does not change eligibility, since the effective date of the Notice is the determining factor. However, if you are reduced in rate to a pay grade that is ineligible for Seavey, you will be considered ineligible as of the date of reduction.

If you do not meet all the above requirements, don't bother to return your Rotation Data Card to PAMI or BuPers. It will just be a waste of your time and that of the Seavey people.

If you hold a conversion PNEC (XX99), you will be considered as serving in the rating to which you are converting for the purpose of determining Seavey eligibility.

All Explosive Ordnance Disposal Technicians will be ordered ashore according to their NEC, instead of by individual rate and rating.

For more details, see BuPers Notice 1306 of 9 March. Now, here's the list of rates and sea duty commencement cut-off dates.

Rate	Date	QMSN	Nov 63	RD3	Aug 64	TMC	Jul 63	GMTC	Oct 65	NEC 5332	Apr 62
BMC	Oct 64			RDSN	Aug 64	TM1	Jun 62	GMT1	Oct 65		
BM1	Mar 61	SMC	Apr 63			TM2	Jun 62	GMT2	Oct 65	FTGC	Jun 63
BM2	Jan 61	SM1	Apr 60	STC	Oct 62	TM3	May 64	GMT3	Oct 65	FTG1	Jun 62
BM3	Dec 61	SM2	Apr 60	ST1	Oct 62	TMSN	May 64	GMTSN	Oct 65	FTG2	Jun 62
BMSN	Dec 61	SM3	Apr 60	STG2	Oct 62					FTG3	Jan 62
		SMSN	Apr 60	STG3	Oct 62	GMMC	Jun 63	GMGC	Oct 62	FTG5N	Jan 62
QMC	Aug 62			STG5N	Oct 62	GMM1	Jan 62	GMG1	Apr 60		
QM1	Oct 60	RDC	Apr 63	STS2	Oct 62	GMM2	Jan 61	GMG2	Jan 60	FTMC	Jun 63
QM2	Sep 62	RD1	Jun 61	STS3	Oct 62	GMM3	Jan 61	GMG3	Jan 60	FTM1	Jun 62
QM3	Nov 63	RD2	May 61	STSSN	Oct 62	GMM5N	Jan 61	GMGSN	Jan 60	FTM2	Jun 62



Rate	Date	Rate	Date	Rate	Date	Rate	Date	Rate	Date	Rate	Date
FTM3	Jan 62	SKC	Jun 64	BTC	Oct 61	CEW3	Mar 64	ADJC	Oct 64	AMHC	Dec 64
FTMSN	Jan 62	SK1	Sep 63	BT1	Sep 60	CEWCN	Mar 64	ADJ1	Oct 64	AMH1	Dec 64
		SK2	Aug 63	BT2	Sep 60	CET2	Feb 64	ADJ2	Oct 64	AMH2	Dec 64
FTBC	Oct 62	SK3	Feb 65	BT3	Nov 60	CET3	Jan 64	ADJ3	Oct 64	AMH3	Dec 64
FTB1	May 62	SKSN	Feb 65	BTFN	Nov 60	CETCN	Jan 64	ADJAN	Oct 64	AMHAN	Dec 64
FTB2	Mar 62										
FTB3	Jan 62	DKC	Jun 64	BRC	Jul 63	EOC	Feb 64	ATC	Apr 65	AMEC	Jul 65
FTBSN	Jan 62	DK1	Jun 63	BR1	Jul 60	EO1	Feb 64	AT1	Apr 65	AME1	Jun 65
		DK2	Mar 64			EOH2	Feb 64	ATR2	Apr 65	AME2	Jun 65
NEC 1143	May 64	DK3	Oct 65	EMC	Dec 61	EOH3	Oct 64	ATR3	Feb 65	AME3	Jun 65
NEC 1144	May 64	DKSN	Oct 65	EM1	Oct 60	EOHCN	Oct 64	ATRN	Feb 65	AMEAN	Jun 65
				EM2	Oct 61	EON2	Jul 64	ATN2	Feb 65		
MTC	Feb 65	C5C	Jun 63	EM3	Mar 63	EON3	Jul 64	ATN3	Feb 65	PRC	Mar 65
MT1	Feb 65	C51	Jun 63	EMFN	Mar 63	EONCN	Jul 64	ATNAN	Feb 65	PR1	Feb 65
MT2	Jan 64	C52	Jun 63							PR2	Feb 65
MT3	May 63	C53	Feb 65	ICC	Jan 63	CMC	Feb 64	AXC	Jul 64	PR3	Feb 65
MTSN	Jul 64	C5SN	Feb 65	IC1	Jan 61	CM1	Feb 64	AX1	Mar 64	PRAN	Feb 65
				IC2	Jan 61	CMA2	Dec 63	AX2	Apr 64		
MNC	Jun 65	SHC	Jan 65	IC3	Jul 63	CMA3	Jul 64	AX3	Apr 64	ASC	Nov 64
MN1	Jun 65	SH1	Sep 60	ICFN	Jul 63	CMACN	Jul 64	AXAN	Apr 64	AS1	Nov 64
MN2	Jun 65	SH2	Sep 59			CMH2	Dec 63			ASE2	Nov 64
MN3	Jun 65	SH3	Sep 59	SFC	Jan 61	CMH3	Aug 64	AOC	Jan 65	ASE3	Nov 64
MNSN	Jun 65	SHSN	Sep 59	SF1	Mar 60	CMHCN	Aug 64	AO1	Aug 64	ASEAN	Nov 64
				SFM2	Sep 60			AO2	Jul 64	ASH2	Nov 64
ETC	Oct 65	JOC	Oct 65	SFM3	Oct 62	BUC	May 64	AO3	Mar 65	ASH3	Nov 64
ET1	Oct 65	JO1	Oct 65	SFMFN	Oct 62	BU1	May 64	AOAN	Mar 65	ASHAN	Nov 64
ETN2	Dec 64	JO2	Oct 65	SFP2	Jan 61	BUL2	Oct 63			ASM2	Nov 64
ETN3	Feb 65	JO3	Oct 65	SFP3	Sep 61	BUL3	Jun 63	AQC	May 65	ASM3	Nov 64
ETN5N	Feb 65	JOSN	Oct 65	SFPFN	Sep 61	BULCN	Jun 63	AQ1	May 65	ASMAN	Nov 64
ETR2	Jan 64					BUH2	Oct 63	AQB2	Mar 65		
ETR3	Aug 64	PCC	Oct 65	DCC	May 63	BUH3	Jun 64	AQB3	Mar 65	AKC	Jun 65
ETRSN	Aug 64	PC1	Jul 64	DC1	Sep 61	BUHCN	Jun 64	AQBAN	Mar 65	AK1	Jun 65
		PC2	Sep 63	DC2	Sep 61	BUR2	Oct 63	AQF2	Mar 65	AK2	Jun 65
DSC	Oct 65	PC3	Oct 64	DC3	Jun 63	BUR3	May 63	AQF3	Mar 65	AK3	Jun 65
DS1	Oct 65	PCSN	Oct 64	DCFN	Jun 63	BURCN	May 63	AQFAN	Mar 65	AKAN	Jun 65
DS2	Jun 65										
DS3	Oct 64	LIC	Dec 63	PMC	Sep 61	SWC	Dec 61	ABEC	Oct 64	AZC	Jun 65
DSSN	Oct 64	L11	Dec 63	PM1	Mar 61	SW1	Oct 60	ABE1	Sep 63	AZ1	Jun 65
		L12	Dec 63	PM2	Mar 61	SWE2	Dec 60	ABE2	Aug 63	AZ2	Jun 65
IMC	Feb 64	L13	Oct 65	PM3	Mar 61	SWE3	Mar 63	ABE3	Mar 63	AZ3	Feb 65
IM1	Feb 64	LISN	Oct 65	PMFN	Mar 61	SWECN	Mar 63	ABEAN	Mar 63	AZAN	Feb 65
IM2	Feb 64					SWF2	Dec 60				
IM3	Sep 61	DMC	Oct 65	MLC	Oct 61	SWF3	Mar 63	ABFC	May 64	PHC	Apr 65
IMSN	Sep 61	DM1	Oct 65	ML1	Oct 61	SWFCN	Mar 63	ABF1	May 64	PH1	Mar 65
		DM2	Oct 65	ML2	Oct 61			ABF2	Jul 63	PH2	Dec 64
OMC	Apr 63	DM3	Oct 65	ML3	Oct 61	UTC	May 63	ABF3	Jan 64	PH3	Dec 64
OM1	Apr 63	DMSN	Oct 65	MLFN	Oct 61	UT1	May 63	ABFAN	Jan 64	PHAN	Dec 64
OM2	Apr 63			EAC	Jan 65	UTA2	May 63				
OM3	Apr 63	MMC	Nov 60	EA1	Jan 65	UTA3	May 63	ABHC	Nov 64	PTC	Oct 65
OMSN	Apr 63	MM1	Feb 60	EAD2	Jan 65	UTACN	May 63	ABH1	Apr 64	PT1	Oct 65
		MM2	Jun 61	EAD3	Jan 65	UTB2	May 63	ABH2	Mar 64	PT2	Oct 65
RMC	Apr 64	MM3	Dec 61	EADCN	Jan 65	UTB3	May 63	ABH3	Oct 64	PT3	Jun 65
RM1	Jan 64	MMFN	Dec 61	EAS2	Jan 65	UTBCN	May 63	ABHAN	Oct 64	PTAN	Jun 65
RM2	Mar 64			EAS3	Jan 65	UTP2	May 63				
RM3	Aug 64	ENC	Jul 62	EASCN	Jan 65	UTP3	May 63	AEC	Mar 65	HMC	Jun 65
RMSN	Aug 64	EN1	Nov 60			UTPCN	May 63	AE1	Feb 65	HM1	Jun 65
		EN2	Feb 62	CEC	Aug 64	UTW2	May 63	AE2	Feb 65	HM2	Jun 65
YNC	Jun 65	EN3	Oct 63	CE1	Aug 64	UTW3	May 63	AE3	Feb 65	HM3	Jun 65
YN1	Jun 65	ENFN	Oct 63	CEP2	Feb 64	UTWCN	May 63	AEAN	Feb 65	HN	Jun 65
YN2	Jun 65			CEP3	Jan 64						
YN3	Jun 65	MRC	Oct 62	CEPCN	Jan 64	ADRC	Jun 65	AMSC	Jun 65	DTC	Oct 65
YNSN	Jun 65	MR1	Oct 62	CES2	Feb 64	ADR1	Jun 65	AMS1	Jun 65	DT1	Oct 65
		MR2	Oct 62	CES3	May 64	ADR2	Mar 65	AMS2	Feb 65	DT2	Oct 65
CYN3	Mar 65	MR3	Oct 62	CESCEN	May 64	ADR3	Feb 65	AMS3	Feb 65	DT3	Oct 65
CYNSN	Mar 65	MRFN	Oct 62	CEW2	Jun 64	ADRAN	Feb 65	AMSAN	Feb 65	DN	Oct 65
PNC	Oct 65									SDC	Oct 64
PN1	Oct 65									SD1	Jul 62
PN2	Oct 65									SD2	Jun 62
PN3	Jun 65									SD3	Sep 60
PNSN	Jun 65									TN	Jul 62



# Check Your Rating Here for New Shore Tours

## New Shore Tour Lengths Have Been Set For Certain Aviation, Clerical Ratings

The shore tour length for the new AS (Aviation Support Equipment Technician) rating has been set, and revised shore tour lengths for certain other aviation and clerical rat-

ings have been issued.

The new tour lengths affect men only in those ratings in the table below.

Those ratings who are to have longer shore tours must have been ashore with a tour completion date of 1 Aug 1967 or later, to have re-

ceived the extended tour. They also must have had 13 months or more obligated service beyond the new tour completion date.

For more details, see BuPers Notice 1306 of 28 Mar 1967. Meanwhile, here's the list of ratings, and how their shore tours now look:

Rate	Old Tour in Months	New Tour in Months	Rate	Old Tour in Months	New Tour in Months	Rate	Old Tour in Months	New Tour in Months
YN1	48	36	ATR3	24	27	AZC	48	54
YN2	48	36	ATRA	24	27	AZ1	42	54
			ATN2	30	36	AZ2	42	54
PN1	48	36	ATN3	24	27	AZ3	42	52
PN2	48	36	ATNAN	24	27	AZAN	42	52
						PHC	36	46
ADRC	42	52	AXC	36	52	PH1	36	45
ADR1	42	52	AX1	36	45	PH2	36	41
ADR2	42	52	AX2	30	39	PH3	24	27
ADR3	42	52	AX3	24	31	PHAN	24	27
ADRAN	42	52	AXAN	24	31			
						ASC	—	36
ADJC	48	52	PRC	48	54	AS1	—	36
ADJ1	48	42	PR1	36	45	ASE2	—	36
ADJ2	42	46	PR2	36	45	ASE3	—	36
ADJ3	42	46	PR3	36	39	ASEAN	—	36
ADJAN	42	46	PRAN	36	39	ASH2	—	36
						ASH3	—	36
ATC	36	46	AMSC	42	54	ASHAN	—	36
AT1	36	46	AMS1	42	54	ASM2	—	36
ATR2	30	39	AMS2	42	52	ASM3	—	36
			AMS3	42	52	ASMAN	—	36
			AMSAN	42	52			
			AMEC	42	54			
			AME1	42	54			
			AME2	42	54			
			AME3	42	54			
			AMEAN	42	54			
			AMHC	42	30			
			AMH2	42	46			
			AMH3	42	46			
			AMHAN	42	46			
			AOC	36	33			
			AO1	36	31			
			AO3	24	30			
			AOAN	24	30			
			AQC	36	48			
			AQ1	36	48			
			AQB2	36	45			
			AQB3	36	45			
			AQBAN	36	45			
			AQF2	36	45			
			AQF3	36	45			
			AQFAN	36	45			
			AE1	36	42			
			AE2	36	45			
			AE3	36	37			
			AEAN	36	37			
			AKC	48	54			
			AK1	42	54			
			AK2	42	54			
			AK3	42	54			
			AKAN	42	54			

## Navy Role in Vietnam

Nearly 50 per cent of all combat air strikes over North Vietnam during the past 18 months have been flown by carrier-based pilots, says Chief of Naval Operation Admiral David L. McDonald, usn.

Pointing to the Navy's role as part of the nation's force in readiness, ADM McDonald said that the first air strikes against North Vietnamese targets were flown from aircraft carriers because "they were there; they were ready; they were operating on the free oceans; and they could be used at the sole direction of our President."

CNO also reported that 98 per cent of all material going into Vietnam today is transported by ship. He explained this includes all trucks; helicopter and aviation fuels; all food; most of the ammunition; all heavy equipment.

The admiral noted that "the Air Force's Strategic Air Command, augmented by the Navy's *Polaris* weapons system and our nuclear-capable aircraft carriers, had successfully achieved our country's highest priority mission—that of deterring a nuclear conflict."

## Happy Anniversary

To most Navymen, 20 years in the Navy is a career. To Torpedoman First Class Bobby Mann it is the tenure of his lease on the forward torpedo room of *uss Redfish* (AGSS 395).

It was on 14 Feb 1947 that Torpedoman Mann, then a third class petty officer, reported to *Redfish* at San Francisco Naval Shipyard. He was destined to spend the next 20 years aboard that submarine. No, this is not a result of Petty Officer Mann's service record being lqst, or a snafu in the Seavey/Shorvey system. He has had ample opportunity to go to shore duty, or to change submarines.

Petty Officer Mann enlisted in the Navy in Nebraska on 11 May 1942. Before reporting to *Redfish*, he completed six submarine war patrols, one in *USS Sculpin*, four in *Stingray* and one in *Tuna*. Many new men on *Redfish* are startled to learn Mann has been aboard since before they were born.

The forward torpedo room of *Redfish* has been to Mann, for the past 20 years, home, sweet home.





# ROTATION ROUNDUP

The tables published on the following pages provide the most comprehensive breakdown of Navy billets by location ever made available to the man in the Fleet. The data was processed and coordinated under the guidance of the Manpower Information Division and the Enlisted Personnel Division of BuPers, and is based on information used in the Seavey-Shorvey process.

The tables, which were set up and prepared by ALL HANDS staff, show allowances, both at sea and ashore, for the pay grades from designated striker to chief petty officer. (A separate compilation, scheduled for a future issue, will cover pay grades E-8 and E-9.)

Obviously, in so large and flexible an organization as the U. S. Navy, the manpower structure does not remain constant, but you will find this report to be a valid "general reference" and a useful tool. While changes are constantly occurring, the man in the Fleet can expect that most allowances will not change drastically over an extended period.

When you use the chart, note that the billets indicated for each location represent ALLOWANCES. Allowances may vary in some cases from actual on-board count, due to manpower shortages in certain ratings.

The Seavey-Shorvey system is designed to allow maximum consideration of the duty choices of the individual Navyman. Distributors and detailers attempt to place men at or near locations requested whenever possible.

The Navyman may increase his chances of a favorable decision by carefully considering **NOT ONLY WHERE HE WOULD PREFER TO SERVE, BUT ALSO WHERE HE IS MOST LIKELY TO BE NEEDED.** It is toward this end that this report has been compiled.

A first class boatswain's mate, for instance, when due for transfer ashore, would do well to consult the shore duty chart before filling out his rotation data card. If he selects locations where there are a sizable number of billets for his rating, the prospect of obtaining shore duty of his choice is good.

Knowing where the billets for a particular rating are scarce can also be valuable information. The BM, for example, will find that there are no allowances for BM1s in Delaware, Idaho, Montana, New Mexico, North Dakota, South Dakota, Vermont, Wyoming, Canada, Pacific (less Japan and, of course, Hawaii), or Latin America (less Panama). The selection of such locations is a waste of duty choices.

If the boatswain's mate especially wants to serve in Arkansas, which has only two billets, he is free to make that choice—after all, there is always that small chance of favorable consideration. But he would be prudent to back up such a limited request with a second choice of, perhaps, California, which has a total of 229 BM1 billets. Better yet, he may indicate "Anywhere CONUS," "Anywhere West (or East) of the Mississippi," or "Anywhere Europe."

As has been true in the past, it is unwise to rest all your hopes for shore duty on a particular location. Your best bet is to indicate a general area of choice. And don't forget the advantages of duty overseas. Most areas offer housing after brief delays at the most, and accommodations, while sometimes different, are completely adequate. Remember also that in some cases tour lengths of overseas shore locations are longer, plus the fact that they offer the Navy family a chance to "see the world." Now check the tables—and good luck!







# DUTY



## OVERSEAS LOCATIONS (WHERE DUTY COUNTS AS SHORE DUTY)

Nebraska	Nevada	New Hampshire	New Jersey	New Mexico	New York	North Carolina	Ohio	Oklahoma	Oregon	Pennsylvania	Rhode Island	South Carolina	South Dakota	Tennessee	Texas	Utah	Virginia	Washington	West Virginia	Wisconsin	Wyoming	Pacific Americas Atlantic					Europe					RATING			
																						Japan	Other, Pacific	Panama	Others, Lat. America	Bermuda	Puerto Rico	British Isles	Germany	Italy	Spain		Other, Europe		
2	6	3	6	8	25	5	6	1	4	24	63	24	0	11	11	0	87	17	0	2	28		4		4	32	2	3	3	10	0	BMC			
2	6	3	8	0	25	7	16	3	9	39	20	24	1	11	35	2	77	36	1	7	55		4		7	18	3	2	5	6	0	BM1			
1	7	1	10	1	15	5	2	0	1	26	30	24	0	15	48	0	122	31	1	0	70		2		4	37	0	2	9	7	0	BM2			
0	1	0	2	1	6	0	1	0	0	5	11	11	0	6	12	0	31	28	0	0	38		4		8	11	0	1	13	8	1	BM3			
0	2	0	0	0	0	15	0	0	0	0	4	8	0	3	0	0	78	0	0	0	15		0		0	2	0	0	0	0	0	BMSN/SA			
1	1	2	1	2	11	3	3	1	3	8	16	6		4	9	1	29	6	1	5	9		0		0	4	6	0	4	1	2	QMC			
4	1	1	1	4	15	3	2	5	0	6	9	6		2	21	1	37	9	0	1	9		3		1	4	5	1	1	2	0	QM1			
0	0	0	4	1	4	0	1	0	0	8	19	1		2	17	0	30	4	0	0	4		0		0	6	3	0	2	1	0	QM2			
0	0	0	0	0	1	0	0	0	0	2	2	0		0	0	0	18	1	0	0	9		5		0	1	0	0	0	1	0	QM3			
0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	4	0	0	0	0		0		0	0	0	0	0	0	0	QMSN/SA			
2	2		2	3	5	0	4	3	1	5	3	5		21	6		8	1		0	0		1									0	SMC		
5	4		0	7	3	2	7	4	4	9	10	4		2	11		15	2		4	1		5									0	SM1		
1	6		4	0	1	2	2	0	0	1	8	2		12	16		14	4		0	0		18									1	SM2		
0	0		0	0	0	0	0	0	0	0	2	1		0	0		3	0		0	0		8									0	SM3		
0	0		0	0	0	0	0	0	0	0	0	0		0	0		0	0		0	0		0									0	SMSN/SA		
0			0	0	5	0	4	0	0	2	17	4	0	1	4	0	47	3	0	0	1		1			2						1	RDC		
1			3	0	4	0	3	0	3	7	8	8	0	5	7	1	51	4	1	2	3		0			3						0	RD1		
0			10	1	8	2	6	1	0	9	10	0	1	8	11	0	42	7	0	1	1		0			6						1	4	RD2	
0			0	0	0	0	0	0	0	0	2	0	0	0	0	0	21	0	0	0	4		0			8						1	0	RD3	
0			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0			10						2	0	RDSN/SA	
					0	1	0		2	1	3	6		0	1		6	3		1	4				1	3	1							STC	
					1	4	1		4	0	5	9		1	0		13	4		1	3			0	6	5								ST1	
			1		2	7	1		4	1	3	2					9	5							14	8								STG2	
			0		0	22	0		7	0	0	0					2	12							30	9								STG3	
			0		0	0	0		4	0	0	0					2	8							0	0								STGSN/SA	
																																			ST52
																																			ST53
																																			ST55N/SA
0			1	4			3		1	5	4	6		0	1		10	5		2	3				2	1							1	TMC	
3			1	5			0		0	5	2	20		1	0		23	12		0	6				2	2							3	TM1	
0			2	10			1		0	1	14	28		4	2		19	21		0	7				3	4							8	TM2	
0			0	11			0		0	0	3	19		0	0		11	17		0	13				3	4							7	TM3	
0			0	3			0		0	0	0	27		0	0		0	0		0	0				0	0							0	TMSN/SA	
					4																														GMMC
					10																														GMM1
					14																														GMM2
					11																														GMM3
					0																														GMM5N/SA
																																			GMTC
13			1	15	0		6				0	2		8			8	4			1				0	0							0	GMT1	
14			5	19	1		1				1	4		7			48	4			1				1	2	3						4	GMT2	
15			7	7	0		0				1	8		10			33	5			2				1	2	7						6	GMT3	
16			5	3	0		0				2	5		17			26	10			2				2	4	6						13	GMT5N/SA	
10			3	0	0		0				0	4		25			48	2			0				0	0	0						3		
1	0	2	4	2	13	2	2	2	1	10	8	7		7	7	1	20	5	0	2	15		0	1	1	0	3						3	GMGC	
0	0	2	1	3	10	3	4	3	5	12	10	2		12	16	1	38	9	1	4	26		0	1	0	2	17						7	GMG1	
2	1	0	4	2	3	3	3	0	2	21	11	9		4	6	0	58	13	0	0	29		1	1	0	1	8						0	GMG2	
0	0	0	0	4	0	0	0	0	0	3	1	1		2	1	0	17	1	0	0	37		0	1	0	1	16						1	GMG3	
0	0	0	0	0	0	0	0	0	0	0	1	0		5	0	0	1	2	0	0	0		0	0	0	0	8						0	GMG5N/SA	
						1	1	1				1						3							1									FTC	

• North Dakota—1 SMC; 1 ETR2; 1 EN1; 1 HMC and 1 HM1; and 1 RMC.

• Vermont—1 TM1; 1 BU1; 1 HM1; and 1 RMC.

• Canada—1 CTC, 1 CT1, 4 CT2s, 2 CT3s; and 1 YN1.

TABLE 2 OF 9

## SHORE

## SHORE DUTY IN U.S. ALPHABETICALLY BY STATES

RATING	Alabama	Arizona	Arkansas	California					Colorado	Connecticut	Delaware	Greater Wash., D.C.	Florida				Georgia	Hawaii	Idaho	Illinois	Indiana	Iowa	Kansas	Kentucky	Louisiana	Maine	Maryland	Massachusetts	Michigan	Minnesota	Mississippi	Missouri	Montana
				San Francisco	Los Angeles	San Diego	Other, North	Other, South					Key West	Jacksonville	Pensacola	Other																	
FTGC				12	0	16	1	0		12	2	0		0	0	0	3		26	0						18	0	0			0	0	
FTG1				14	3	17	0	0		21	1	2		0	1	0	6		42	0						22	4	1			0	0	
FTG2				1	0	31	1	1		20	1	1		1	2	2	6		2	1						1	0	1			1	1	
FTG3				0	0	2	0	0		3	0	2		0	0	0	4		0	0						4	0	0			0	0	
FTGSN/SA				0	0	4	0	0		1	0	0		0	0	0	0		0	0						0	0	0			0	0	
FTMC				58	2	7		16			2		0			1		8								0							
FTM1				53	12	6		26			1		0			1		19								7							
FTM2				23	13	4		5			0		2			1		0								0							
FTM3				6	11	2		4			0		1			4		0								0							
FTMSN/SA				0	0	0		2			0		0			0		0								0							
FTBC										9						2																	
FTB1										10						8																	
FTB2										2						3																	
FTB3										0						1																	
FTBSN/SA										0						0																	
MTC						4		1		5	2	2			0		2																
MT1						0		2		16	0	2			2		8																
MT2						0		4		3	0	0			0		2																
MT3						0		4		0	0	0			0		0																
MTSN/SA						0		0		0	0	0			0		0																
MNC					3			0				0			2		3									2							
MN1					5			2				3			4		5									4							
MN2					7			0				4			3		8									2							
MN3					14			0				8			1		10								2								
MNSN/SA					0			0				0			0		0									0							
ETC	1		141	6	92	16	5	3	50	0	31	12	7	3	6	19	30	7	84	0	2	3	1	3	4	6	4	2	1	2	0		
ET1	1		166	11	115	17	9	1	52	1	55	26	24	11	20	47	82	21	100	3	2	2	0	7	7	18	9	4	5	7	1		
ETN2	2		40	7	48	15	7	1	10	1	51	25	11	8	12	10	83	18	13		1	3		1	11	12	5	1	4	4			
ETN3	1		40	8	64	24	16	0	5	3	58	12	25	7	3	8	71	0	4		0	4		1	8	7	7	1	3	3			
ETNSN/SA	0		10	6	18	7	3	0	0	0	3	4	9	16	4	8	10	0	0		0	0		0	9	7	0	0	2	6			
ETR2		1	19	16	38	3	5		22	1	5	16	25	7	21	37	32	4	8	1	1	2	1	2	11	12	2	4	1	5			
ETR3		0	9	2	18	1	3		9	0	3	0	5	1	12	23	1	0	1	0	0	0	0	0	4	10	0	0	0	0			
ETRSN/SA		0	2	0	11	1	1		2	1	1	0	2	4	0	21	0	0	0	0	0	0	0	0	3	2	0	0	0	0			
DSC				28		13					10	1			5	2	3		3							0							
DS1				39		20					16	1			10	5	13		3							1							
DS2				5		24					14	1			5	6	20		0							0							
DS3				4		22					9	0			2	2	13		0							0							
DSSN/SA				0		0					12	0			0	0	0		0							0							
IMC				0		0	0	0		1							1		6							1							
IM1				1		0	0	1		2							4		5							1							
IM2				0		1	1	0		3							4		0							1							
IM3				0		1	0	0		2							5		0							0							
IMSN/SA				0		0	0	0		0							2		0							0							
OMC										4		1					1		4														
OM1										5		1					5		3														
OM2										6		0					4		1														
OM3										5		0					8		0														
OMSN/SA										1		0					1		0														
RMC	2	3	6	50	11	117	8	8	5	14	1	62	4	9	6	10	3	79	0	29	1	2	5	4	10	7	46	13	5	3	5	2	2

Prepared by ALL HANDS Magazine



# DUTY

## OVERSEAS LOCATIONS (WHERE DUTY COUNTS AS SHORE DUTY)

	Nebraska	Nevada	New Hampshire	New Jersey	New Mexico	New York	North Carolina	Ohio	Oklahoma	Oregon	Pennsylvania	Rhode Island	South Carolina	South Dakota	Tennessee	Texas	Utah	Virginia	Washington	West Virginia	Wisconsin	Wyoming	Pacific Americas Atlantic					Europe					RATING		
																							Japan	Other, Pacific	Panama	Others, Lat. America	Bermuda	Puerto Rico	British Isles	Germany	Italy	Spain		Other, Europe	
	0	1		0		1	0	0			3	5	0		0			21	0				0										FTGC		
	0	0		2		1	0	1			2	8	1		2			22	4				2										FTG1		
	0	0		0		0	0	2			0	2	1		0			9	2				3										FTG2		
	0	0		0		0	0	0			0	0	0		0			0	0				0										FTG3		
						0	0	0			0	0	0		0			0	0				0											FTGSN/SA	
					3							1	0					42	0				0											FTMC	
					13							0	1					32	0				5											FTM1	
					16							0	2					24	1				6											FTM2	
					19							0	2					13	0				6											FTM3	
					0							0	0					0	0				0											FTMSN/SA	
																		16	0															FTBC	
													5					52	2															FTB1	
													11					16	1															FTB2	
													2					0	2															FTB3	
													0					0	0															FTBSN/SA	
																		21	3															MTC	
													22					45	5															MT1	
													33					19	6															MT2	
													14					0	11															MT3	
													13					0	3															MTSN/SA	
																		2	2															MNC	
		0											7					2	0				6											MN1	
		2											6					3	2				23											MN2	
		1											1					0	1				47											MN3	
		0											0					0	0				0											MNSN/SA	
			2	0									10																						ETC
		2	0	3	0								12	0				85	12	1	3		16	1	3									ET1	
		2	1	5	1							28	35	1				177	20	0	4		33	2	9									ETN2	
	1	1																40	17					3	9									ETN3	
	0	8																50	13					10	9									ETNSN/SA	
	0	3											5	2				17	4					0	3										
			2	2																															ETR2
			3	2																															ETR3
			0	0																															ETRSN/SA
			0	0																															
			6	2																															
			3	2																															
			0	0																															
			0	0																															
			22																																
																																	</		



RATING		California																				Florida				Georgia	Hawaii	Idaho	Illinois	Indiana	Iowa	Kansas	Kentucky	Louisiana	Maine	Maryland	Massachusetts	Michigan	Minnesota	Mississippi	Missouri	Montana
		Alabama	Arizona	Arkansas	California				Connecticut	Delaware	Greater Wash., D.C.	Key West	Jacksonville	Pensacola	Other																											
					San Francisco	Los Angeles	San Diego	Other, North								Other, South	Colorado																									
RM1	4	2	0	70	12	152	8	14	1	16	2	160	17	24	13	6	7	140	2	24	3	1	3	2	6	24	49	12	3	4	4	4										
RM2	2	0	1	107	11	129	14	24	4	8	5	153	41	32	15	8	8	201	0	12	2	3	1	0	7	29	27	14	9	7	3	1										
RM3	0	0	0	65	8	80	15	9	0	15	4	69	24	31	16	2	2	277	0	4	0	0	5	0	2	14	11	4	2	4	1	0										
RMSN/SA	0	8	0	11	0	29	7	5	0	0	2	13	2	4	7	0	4	47	0	0	0	0	0	0	0	8	4	2	0	0	2	0										
CTC		0		30	0	23			0	0		125	1	0	76	35	0	70	0	6	0	0		1	27	113	1	0	0													
CT1	0	0		50	0	31			0	0		176	0	0	64	50	0	135	0	3	0	1		1	45	139	1	0	0													
CT2	1			62	2	39			1	1		228	0	1	60	68	1	165	1	1	2	1		0	57	111	2	1	1													
CT3	0			73	0	44			0	0		274	2	0	13	82	0	203	0	1	1	0		0	69	106	0	0	0													
CTSN/SA	0			18	0	10			0	0		50	0	0	0	21	0	48	0	0	0	0		0	18	1	0	0	0													
YNC	3	1	1	52	12	50	4	4	3	6	0	222	11	12	15	6	3	60	1	27	3	2	2	2	8	1	33	10	3	2	5	3										
YN1	1	0	0	117	12	123	10	16	2	14	1	318	18	24	48	17	8	136	2	58	1	0	1	0	8	7	50	6	0	0	7	0										
YN2	1	3	0	131	27	176	26	15	5	21	0	290	33	45	60	20	6	220	3	79	0	0	0	0	9	12	38	5	0	1	10	1										
YN3	0	3	0	179	10	173	26	34	3	14	2	166	44	53	56	9	5	216	3	29	1	0	1	0	2	11	49	8	0	0	12	0										
YNSN/SA	1	1	0	32	6	72	7	6	0	3	0	33	7	9	58	1	7	13	3	16	0	0	0	0	0	4	18	0	0	0	26	0										
CYN3		0		70	8	110	12	15		0	3	149	17	28	17	10	5	67		6				7	14	16	7		1	7												
CYNSN/SA		1		35	8	41	11	7		4	4	44	6	18	21	5	2	46		6				0	2	14	6		1	3												
PNC	3	0	1	27	6	91	4	2	1	1	0	26	7	12	12	3	3	12		34	1	1		2	2	1	28	7	3	3	3	2										
PN1	0	1	1	39	9	119	14	12	2	8	0	41	10	23	24	6	6	26		47	2	1		1	4	6	50	5	2	2	5</											

## ALL HANDS



# DUTY

## OVERSEAS LOCATIONS (WHERE DUTY COUNTS AS SHORE DUTY)



	Nebraska	Nevada	New Hampshire	New Jersey	New Mexico	New York	North Carolina	Ohio	Oklahoma	Oregon	Pennsylvania	Rhode Island	South Carolina	South Dakota	Tennessee	Texas	Utah	Virginia	Washington	West Virginia	Wisconsin	Wyoming	Pacific Americas Atlantic										Europe				RATING
																							Japan	Other, Pacific	Panama	Others, Lat. America	Bermuda	Puerto Rico	British Isles	Germany	Italy	Spain	Other, Europe				
1	5	1	11	2	14	5	2	2	5	8	43	22			5	13	2	130	34	2	4	0	92	13	24	20	4	75	27	3	45	18	8	RM1			
1	3	1	12	1	20	4	3	1	7	17	87	18			7	9	0	165	42	1	1	0	140	13	29	0	12	90	38	1	60	46	7	RM2			
0	2	1	7	5	5	3	0	0	3	3	39	5			3	13	0	121	15	0	0	0	111	20	46	0	17	126	31	2	16	28	4	RM3			
0	0	0	0	0	1	2	0	0	3	2	9	3			1	14	0	37	2	0	0	0	30	0	19	0	0	64	0	0	21	23	0	RMSN/SA			
1			0	0	2	0	0	0	1	2	2	4			0	4		48	13	0			181		20		53	7	80	4	37	5	CTC				
0			0	0	0	0	1	1	0	0	3	5			0	13		75	18	2			278	31			81	13	118	6	60	6	CT1				
1			2	1	4	1	0	1	0	3	5	6			1	9		92	23	2			342	37			102	20	154	10	74	8	CT2				
0			0	0	0	0	0	0	0	0	4	7			0	0		113	26	0			420	46			124	20	173	9	98	10	CT3				
0			0	0	0	0	0	0	0	0	1	2			0	0		31	7	0			102		12		30	5	43	2	28	3	CT5N/SA				
7	3	4	5	15	20	3	8	2	3	12	17	10			6	21	1	92	11	1	4		18	4	8	18	1	7	11	5	21	7	33	YNC			
5	4	4	5	29	22	2	3	0	0	17	27	21			13	23	0	192	15	0			60	2	13	5	3	15	37	10	31	13	33	YN1			
0	7	2	16	24	32	0	2	0	2	18	61	31			20	33	1	280	29	0			100	5	11	1	3	24	37	9	25	20	30	YN2			
1	7	1	12	29	17	2	0	0	1	17	56	18			18	39	1	299	36	0			70	1	15	0	5	21	21	5	35	17	15	YN3			
0	0	0	4	0	3	0	0	0	0	1	24	9			13	51	0	68	6	0			6	0	0	0	0	3	0	0	6	0	1	YNSN/SA			
1	10	1	3		8	3			3	7	23	16			13	12		197	28				34	1	5		12	31	1	2	61	29	6	CYN3			
0	0	1	5		1	3			2	6	20	3			4	6		51	12				78	8	0		8	26	0	0	43	21	0	CYNSN/SA			
1	2	4	2	1	12	1	2	1	2	9	10	5			8	12		50	10	1			9	0	1		1	3	0	0	5	3	0	PNC			
3	1	0	5	3	15	2	6	1	1	18	19	13			13	23		78	12	1			16	1	3		2	9	4	1	6	7	2	PN1			
0	2	1	8	3	20	2	1	1	1	11	22	17			14	29		91	20	2			27	1	3		2	12	3	4	6	6	1	PN2			
0	4	0	6	0	11	1	0	0	1	12	27	8			22	22		81	25	0			30	1	2		5	9	5	0	6	11	1	PN3			
0	1	0	4	0	0	0	0	0	0	0	7	0			21	34		13	5	0			4	2	0		1	6	0	0	0	0	0	PN5N/SA			
1	1	0	1	0	2	1	1			16	3	3			2	2		35	2				6					0	1	0		1	1	DPC			
0	0	1	1	0	1	1	1			14	4	6			2	1		62	1				7					0	8	1		1	4	DP1			
0	0	0	2	1	1	0	3			2	7	8			6	1		69	3				8					1	4	1		3	6	DP2			
0	0	0	2	0	1	0	2			0	8	3			4	1		90	2				17					0	5	1		0	0	DP3			
0	0	0	2	0	0	0	0			0	19	2			4	0		23	0				1				0	3	0		1	1		DPSN/SA			
3	5	1	6	5	15	2	4	2	2	13	24	12			10	13	1	59	15		2		29	2	2	11	3	7	4	4	11	8	3	SKC			
1	7	2	5	3	12	4	2	1	2	13	23	24			16	12	2	74	18	1			43	3	1	2	4	24	9	3	12	19	1	SK1			
1	11	3	8	5	15	4	1	0	0	33	28	43			17	10	0	103	29	0			67	5	5	0	6	29	8	3	12	26	2	SK2			
1	11	0	9	6	13	11	0	0	2	15	22	18			10	14	0	81	7	0			102	7	3	0	11	20	8	5	15	37	2	SK3			
0	8	0	4	0	0	5	0	0	0	0	15	3			13	12	1	15	0	0			3	9	0	0	0	5	0	3	2	0	0	SK5N/SA			
1	1	0	1	1	3	1	1	1	1	4	2	1			4	6		13	3	1			3	2			5	1	1	2	1	1	2	DKC			
0	2	2	3	2	3	0	1	0	0	2	7	3			5	3		19	4	0			7	1			0	1	3	1	0	4	5	0	DK1		
0	4	2	2	2	6	1	2	0	1	2	4	4			9	3		22	7	0			8	1			0	3	5	1	3	3	8	1	DK2		
0	0	1	4	1	5	0	0	0	0	5	9	10			11	2		22	10	0			7	2			0	1	7	2	1	2	5	0	DK3		
0	0	0	2	0	0	0	0	0	0	0	0	0			9	1		7	0	0			0	2			0	0	0	0	0	0	0	0	DK5N/SA		
2	2	3	1	3	6	2	3	1	0	9	9	6			9	9		25	14	2			8	1			2	2	7	1		4	1	0	C5C		
3	8	6	7	2	14	0	3	2	1	14	23	11			17	22		55	18	2			12	4			5	2	21	1		11	8	0	C51		
0	9	7	11	0	7	2	0	0	1	21	29	11			38	26		100	31	0			25	2			3	5	38	0		10	14	2	C52		
0	10	4	9	0	12	4	0	0	2	16	49	25			35	20		139	39	0			36	3			6	6	30	0		16	13	0	C53		
0	8	0	0	0	10	0	0	0	0	0	10	0			25	16		34	0	0			5	8			0	0	8	0		0	2	0	C55N/SA		
0	3	5	2		3	1	0		1	5	5	6			2	7		14	7				5	1			1	3	8	3		1	1	0	SHC		
1	1	3	3		4	1	2		0	12	9	2			7	6		23	9				7	2			0	2	9	2		1	3	1	SH1		
0	2	1	8		0	4	0		3	10	13	9			21	12		46	10				4	4			0	2	9	0		0	1	1	SH2		
0	2	0	2		0	2	0		0	8	7	7			5	3		23	6				2	3			0	2	4	1		0	1	0	SH3		
0	0	0	0		0	0	0		0	0	0	0			0	0		0	2				0	2			0	0	0	0		0	0	0	SH5N/SA		
1	0	1	0	0	3	0			1	6	2				3	1		6	0				2				1	0	3	1		1	3	1	JOC		
0	0	0	1	0	3	0			0	1	1	1			0	2		7	2				6				0	0	2	1		0	1	0	JO1		
0	1	0	2	1	1	0			0	0	3	0			2	2		12	0				11				1	1	1	2		1	1	1	JO2		

TABLE 4 OF 9

## SHORE

## SHORE DUTY IN U.S. ALPHABETICALLY BY STATES



RATING	Alabama	Arizona	Arkansas	California					Connecticut	Delaware	Greater Wash., D.C.	Florida				Georgia	Hawaii	Idaho	Illinois	Indiana	Iowa	Kansas	Kentucky	Louisiana	Maine	Maryland	Massachusetts	Michigan	Minnesota	Mississippi	Missouri	Montana
				San Francisco	Los Angeles	San Diego	Other, North	Other, South				Colorado	Key West	Jacksonville	Pensacola																	
JO3		0		0	1	10	3	0			1	1	2	5		0	10		8	0				0		6	1			0		
JOSN/SA		0		1	0	4	0	0			0	0	2	4		1	1		0	0				0		0	0			0		
PCC				1	0	4	0	0			1	0	1	0	0	0	1		2					0	0	1	0			0		
PC1				7	0	4	0	1			4	0	1	2	1	0	5		3					0	0	2	0			0		
PC2				4	1	7	1	1			2	4	0	3	6	2	2	6		2				1	1	2	1			2		
PC3				5	1	11	2	3			3	4	2	4	1	0	0	4		8				0	0	0	0			0		
PCSN/SA				3	0	2	5	0			0	2	4	2	1	3	0		12					0	1	0	0			1		
LIC				0		2		0			3		2	0			1		1						0			2				
LI1				0		1		0			6		2	0			4		0						0			1				
LI2				3		4		0			15		3	1			9		0						2			0				
LI3				0		9		1			14		2	0			26		0						1			0				
LISN/SA				0		0		0			1		0	0			2		0						0			0				
DMC				0	0	5	0	2			5	1	1	1	0	0	6		0					0	1							
DM1				2	1	10	3	4			20	2	2	1	1	2	14		2					0	3							
DM2				2	1	13	5	1			21	5	2	7	1	2	21		2				1	5								
DM3				4	1	11	1	1			11	8	3	7	2	2	16		6				0	0								
DMSN/SA				0	0	6	1	6			1	0	0	2	0	0	6		1					0	1							
MUC				1		11					41	1	0	1			1		1						31	0						
MU1				5		41					58	0	3	4			6		8						24	4						
MU2				6		80					31	0	5	8			14		12					25	8							
MU3				10		91					0	0	7	9			13		14					0	10							
MUSN/SA				6		0					0	0	0	0			0		0					0	0							
MMC	4	1	0	28	25	126	4	4	3	19	13	1	10	16	2	11	13	8	79	9	0	1	3	2	4	13	10	6	4	0	8	
MM1	3	0	4	21	21	84	1	5	3	47	14	8	14	36	1	10	16	42	97	2	6	0	3	2	4	3	15	6	3	3	4	
MM2	0	0	0	53	16	99	21	17	0	34	31	11	23	53	4	10	16	43	73	2	0	0	0	2	3	38	10	0	0	13	0	
MM3	0	1	0	2	1	2	0	2	0	9	13	3	2	3	0	0	6	4	0	0	0	2	0	0	0	2	0	0	0	0	0	
MMFN/FA	0	0	0	0	0	4	0	0	0	7	0	2	3	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	
ENC	2	0	2	25	17	23	0	4	5	39	0	22	6	6	4	5	3	13	0	41	6	5	1	4	6	1	7	11	7	0	0	6
EN1	3	1	3	72	34	65	7	10	0	47	1	18	19	25	22	6	9	34	5	56	5	8	1	5	4	2	25	19	8	3	2	6
EN2	0	0	0	65	27	90	10	26	0	19	2	19	39	21	35	12	10	41	0	31	0	1	0	2	3	4	41	3	2	0	1	0
EN3	0	0	0	26	30	43	2	12	0	17	2	22	18	5	15	8	1	29	0	0	0	0	0	0	0	19	2	0	0	0	0	
ENFN/FA	0	0	0	15	0	22	4	10	0	8	0	7	3	6	8	0	2	48	0	4	0	0	0	0	1	0	6	0	0	0	0	0
MRC	0	1		2	0	17	0	1	1	2	2	0	2	2	0	0	3		2	2	1			1	0	1	0	4	0	0	3	
MR1	1	2		5	2	23	2	3	0	11	3	2	4	8	1	3	11		3	0	0			0	3	4	1	0	3	0	0	
MR2	0	0		7	1	16	3	4	0	13	6	1	3	8	2	1	14		3	0	0			0	1	0	0	2	0	1	1	
MR3	0	0		1	0	5	0	2	0	10	2	0	2	3	1	0	13		0	0	0			0	1	1	0	0	0	1	0	
MRFN/FA	0	0		1	0	2	1	0	0	7	0	0	0	0	0	0	0		0	0	0			0	1	0	0	0	0	0	0	
BTC	1	0	2	14	13	74	1	2	2	0	7	4	5	8	0	0	3	2	55	2	3	0	5	2	1	3	8	1	4	2	4	0
BT1	3	0	2	23	21	55	5	9	2	0	19	2	13	25	8	8	0	16	72	6	4	1	3	6	0	14	10	7	8	4	9	1
BT2	0	1	0	48	6	96	14	11	0	4	23	13	30	39	1	6	0	16	75	0	0	0	0	0	6	50	11	2	0	6	0	0
BT3	0	0	0	0	0	0	0	5	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0
BTFN/FA	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BRC	0			1		14					0								3		0						1	0	2			
BR1	1			1		5					2								6		3		3				2	6	2			
EMC	1		0	25	17	66	2	2	1	43	16	4	5	12	1	2	15	3	47	1	0	0	5	1	1	10	10	4	4	3	11	
EM1	4	2	28	11	61	3	5	3	40		8	6	14	3	5	1	19	27	56	0	3	1	4	2	0	10	11	9	7	0	9	
EM2	2	0	65	27	69	2	8	2	33		19	9	26	11	7	6	40	24	21	3	0	0	1	1	3	22	7	4	1	3	2	
EM3	0	0	5	3	20	1	4	0	11		10	7	2	2	5	1	41	4	0	0	0	0	0	0	0	12	0	0	0	1	0	
EMFN/FA	0	0	10	0	1	0	2	0	8		0	0	3	0	0	4	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Prepared by ALL HANDS Magazine

## DUTY

**OVERSEAS LOCATIONS**  
(WHERE DUTY COUNTS AS SHORE DUTY)


																						Pacific Americas Atlantic										Europe				RATING
																						Japan	Other, Pacific	Panama	Others, Lat. America	Bermuda	Puerto Rico	British Isles	Germany	Italy	Spain	Other, Europe				
Nebraska	Nevada	New Hampshire	New Jersey	New Mexico	New York	North Carolina	Ohio	Oklahoma	Oregon	Pennsylvania	Rhode Island	South Carolina	South Dakota	Tennessee	Texas	Utah	Virginia	Washington	West Virginia	Wisconsin	Wyoming	Japan	Other, Pacific	Panama	Others, Lat. America	Bermuda	Puerto Rico	British Isles	Germany	Italy	Spain	Other, Europe	RATING			
0 0	0 0	0 0	0 0	0 0	0 0		1 0			0 0	4 2	1 0		2 2	2 4		12 1	1 0				9 0			2 0	0 0	1 0	0 0	0 0	0 0	1 0		JO3 JOSN/SA			
				0 0 0 0 0	2 1 3 2 3 1	0 0 1 0	0 0 1 0			0 0 1 0	0 2 0 1 0 3	1 0 0 0		1 0 0 2 3	0 0 3 13		2 9 9 5	0 2 2 2				6 10 22 27 7	0 0 1 0		0 0 0 1 0	0 1 2 4 0	2 2 4 5 0	0 0 1 1 0	0 9 1 9 6	2 1 5 4 0	0 1 2 0	0 1 1 0	PCC PC1 PC2 PC3 PCSN/SA			
				0 1 1 0 0						0 0 1 1 0	1 1 2 1					3 8 11 27 8					1 1 1 1 0			0 0 1 0		0 1 0 0	1 1 2 0	0 0 0 0	0 0 2 0	0 3 1 0 0	0 0 1 0	0 0 0	LIC LI1 LI2 LI3 LISN/SA			
				0 0 1 1 2 0						1 0 4 2 1	0 1 4 0			1 2 0 0	0 0 0 0		4 14 23 24 7	0 1 1 2 2				1 0 4 1 0		0 0 1 0		0 1 0 0	1 0 2 0	0 0 2 0	0 3 1 0 0	0 0 1 0	0 2 1 0	DMC DM1 DM2 DM3 DMSN/SA				
					1 5 6 10 6						1 6 12 14 0	0 4 6 8 0		1 4 5 6 0	1 4 8 10 0		32 30 25 34 0	0 4 8 10 0				0 4 6 7 0		0 0 1 0			1 2 4 6 0		0 4 8 10 0	0 0 0 0	0 0 0	0 0	MUC MU1 MU2 MU3 MUSN/SA			
4 2 1 0 0	1 1 2 3 0	0 3 1 0 0	0 4 17 5 0	4 3 0 0 0	20 44 59 1 0	2 2 1 0 0	11 6 4 0 0	2 4 0 0 0	4 4 0 0 0	24 26 27 1 1	19 13 41 0 3	7 14 19 2 0		18 51 58 3 0 0	13 45 46 0 0		55 54 95 3 0 0	14 28 29 1 0 1	0 1 1 0 0	2 1 1 0 0		5 6 3 3 0	1 0 1 2 0		2 0 0 0 0	0 2 0 3 0		1 2 6 28 0	2 4 2 2 0		MMC MM1 MM2 MM3 MMFN/FA					
4 0 0 0 0	1 0 3 0 0	2 3 2 0 0	0 4 8 0 0	3 4 2 1 0	19 28 12 6 0	4 6 1 3 5	13 9 1 0 0	4 5 1 0 0	7 8 1 2 0	18 21 15 3 0	6 36 19 28 4	16 35 19 15 3		5 32 7 0 0	17 24 16 3 6	0 2 1 0 0	19 64 68 53 48	13 30 38 31 0	0 0 1 0 0	9 7 0 0 0	0 0 13 19 15		9 27 0 19 15	0 2 4 1 0	0 5 24 0 8	0 0 25 0	0 2 0 0 1	1 2 4 2 0	1 7 8 2 0	1 0	ENC EN1 EN2 EN3 ENFN/FA					
0 0 1 0 0		0 2 0 0 0	0 2 1 1 0	2 0 1 0 0	0 6 3 0 0		0 3 0 0 0	4 0 0 0 0	0 2 0 0 0	0 2 2 0 0	1 4 2 1 0	0 4 2 2 2		1 3 1 0 0	0 4 6 11 0	1 6 2 82 0	1 2 2 1 0	0 0 0 0 0			2 2 3 4 0			0 1 0 0 0	0 1 0 1 0	0 1 0 1 0		1 1 0 1 0	0 1 0 0	0 0	MRC MR1 MR2 MR3 MRFN/FA					
4 5 0 0 0	0 8 0 0 0	1 4 0 0 0	1 3 0 0 0	1 3 2 1 0	14 28 14 0 0	1 12 2 0 0	6 3 2 0 0	4 4 0 0 0	2 3 0 0 0	16 30 15 0 0	43 30 53 0 2	7 7 19 11 0		15 12 40 2 0	14 30 25 0 0		21 26 79 0 0	7 11 12 0 0	0 0 2 0 0		4 0 0 0 0		1 0 0 0 0		0 0 5 0	0 0 2 1	0 0 1 0	3 1 0 0	1 0 0	0 0	BTC BT1 BT2 BT3 BTFN/FA					
0 1				2 2	0 9		3 0			7 11				0 2	0 4							1 1												BRC BR1		
5 2 0 0 0	0 1 0 0 0	0 2 3 0 0	4 5 3 2 1	0 3 1 0 0	17 40 34 0 0	3 2 9 0 0	6 3 3 0 0		3 1 0 0 0	13 23 40 1 7	9 10 33 2 10	13 19 32 10		8 7 1 0	10 15 2 0	0 0 2 0	19 26 82 1	14 17 36 2	0 2 1 0	0 2 1 0	0 12 0 15	0 0 0 0		0 1 3 0	0 4 21 2	0 0 1 2	1 0 1 0	0 2 1 0	0 4 1 0	0 2 0	1 0	EMC EM1 EM2 EM3 EMFN/FA				



## SHORE DUTY IN U.S. ALPHABETICALLY BY STATES



RATING



RATING	Alabama	Arizona	Arkansas	California					Connecticut	Delaware	Greater Wash., D.C.	Florida				Georgia	Hawaii	Idaho	Illinois	Indiana	Iowa	Kansas	Kentucky	Louisiana	Maine	Maryland	Massachusetts	Michigan	Minnesota	Mississippi	Missouri	Montana
				San Francisco	Los Angeles	San Diego	Other, North	Other, South				Colorado	Key West	Jacksonville	Pensacola																	
ICC	1	0		4	2	26	0	0	20		3	0	0	0	0	4	3	44	0					1	0	3	1	0	0	0	0	
IC1	0	0		6	0	42	0	0	6		12	3	3	0	5	10	15	54	0					0	0	2	1	2	3	0	2	
IC2	0	1		16	11	35	8	3	13		9	5	9	2	6	3	13	12	8	2			1	2	11	2	0	0	2	0	0	
IC3	0	0		1	0	11	0	0	5		2	1	0	0	0	6	12	0	1	0			0	0	6	0	0	0	1	0	0	
ICFN/FA	0	0		2	0	0	0	0	2		0	0	1	0	0	0	5	0	0	0			0	0	0	0	0	0	0	0	0	
SFC	0	0	0	5	6	61	2	4	0	17	12	4	4	4	0	1	13	24	3		1		2	1	4	0			3	1	6	
SF1	1	1	1	17	13	79	4	5	1	44	7	5	7	1	1	1	22	44	1		0		0	0	5	3			4	3	4	
SFM2				21	2	27	14	1	36		3	1	2	6	1	6	24	3	1					7	1					2		
SFM3				1	1	10	2	0	25		1	1	6	1	0	1	21	0	0					0	0					1		
SFMFN/FA				1	0	5	4	0	11		0	0	1	0	0	0	4	0	0					0	0					0		
SFP2				16	8	22	2	9	16	1	6	2	3	7		9	14	5	1				1	11							1	
SFP3				0	2	1	0	0	9	0	0	0	3	0		0	8	1	0				0	1							0	
SFPFN/FA				0	0	0	0	0	3	0	0	0	3	0		0	5	1	0				0	0							0	
DCC	0	0		20	4	28	1	2	5		7	0	4	2	0	0	3	5	0	0	0		1	1	3	1			0	0	0	
DC1	1	1		20	4	35	4	3	8		10	6	7	3	1	2	14	7	0	0	1		0	6	0	0			0	0	0	
DC2	0	1		27	2	31	3	4	8		15	4	21	4	1	1	13	13	1	1	0		0	11	2	0			4	1		
DC3	0	0		2	1	19	0	2	9		3	0	5	0	0	1	10	0	0	0	0		0	3	0	0			0	0	0	
DCFN/FA	0	0		2	0	0	0	5	5		3	0	2	6	0	0	5	0	0	0	0		0	2	0	0			0	0	0	
PMC						1	0	0			0							2														
PM1						1	1	0			1							0														
PM2						0	0	1			0							0														
PM3						0	0	0			0							0														
PMFN/FA						0	0	0			0							0														
MLC						1												1														
ML1						2												3														
ML2						0												0														
ML3						0												0														
MLFN/FA						0												0														
EAC				0		0	0	4										2							1							
EA1				1		1	2	7										1						1								
EAD2		1				1	1	1			1							2						1								
EAD3		0				1	1	1			0							0						2								
EADCN/CP		0				1	0	0			0							0						1								
EAS2						1	1						1	1																		
EAS3						0	1						0	0																		
EASCN/CP						0	0						0	0																		
CEC			2	1	1	0	1	9	0	0	1	1	0		1	1	1	2	1	1	0	0	1	0	1	2	0	0	0	2	0	
CE1			0	1	2	2	1	14	1	1	4	0	1		0	2	0	4	1	0	1	2	1	5	1	2	1	3	1	0	0	
CEP2		1		0	0							2	2	1	1	3	1	2			1		3		2	1	1	0				
CEP3		1		2	2							0	2	1	0	0	0	0			1		0		1	1	1	1				
CEPCN/CP		0		0	1							3	0	0	0	0	0	0			0		0		0	0	0	0	3			
CES2				0			1	2			0	0	1	1														1		0		
CES3				1			1	2			1	3	0	0														0		2		
CESCNC/CP				0			0	0			0	0	0	0														0		0		
CET2						1		2																								
CET3						0		0																								
CETCNC/CP						0		0																								

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# DUTY

## OVERSEAS LOCATIONS (WHERE DUTY COUNTS AS SHORE DUTY)

	Nebraska	Nevada	New Hampshire	New Jersey	New Mexico	New York	North Carolina	Ohio	Oklahoma	Oregon	Pennsylvania	Rhode Island	South Carolina	South Dakota	Tennessee	Texas	Utah	Virginia	Washington	West Virginia	Wisconsin	Wyoming	Pacific Americas				Atlantic				Europe				Other, Europe	RATING
																							Japan	Other, Pacific	Panama	Others, Lat. America	Bermuda	Puerto Rico	British Isles	Germany	Italy	Spain				
1	0	0	0	0	0	2	0	11	1	3	4	0	9	1	0	4	3	13	5	31	13	8	0	1	0	4	1	2	2	0	0	1	0	0	0	ICC
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	6	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	IC1	
0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	3	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	IC2	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	IC3	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	ICFN/FA	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SFC	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SF1	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SFM2	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SFM3	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SFMFN/FA	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SFP2	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SFP3	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SFPFN/FA	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	DCC	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	DC1	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	DC2	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	DC3	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	DCFN/FA	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	PMC	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	PM1	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	PM2	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	PM3	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	PMFN/FA	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	MLC	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	ML1	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	ML2	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	ML3	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	MLFN/FA	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	EAC	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	EA1	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	EAD2	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	EAD3	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	EADCN/CP	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	EAS2	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	EAS3	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	EASCN/CP	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	CEC	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	CE1	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	CEP2	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	CEP3	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	CEPCN/CP	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	CES2	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	CES3	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	CESC/CP	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	CET2	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	CET3	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	CETCN/CP	



TABLE 6 OF 9

SHORE

## SHORE DUTY IN U.S. ALPHABETICALLY BY STATES

RATING	Alabama	Arizona	Arkansas	California				Connecticut	Delaware	Greater Wash., D.C.	Florida				Georgia	Hawaii	Idaho	Illinois	Indiana	Iowa	Kansas	Kentucky	Louisiana	Maine	Maryland	Massachusetts	Michigan	Minnesota	Mississippi	Missouri	Montana	
				San Francisco	Los Angeles	San Diego	Other, North				Other, South	Key West	Jacksonville	Pensacola																		Other
CEW2				2	1		1	7	1	1	0			1	0		3			1		0		0	2	0			0			
CEW3				0	1		0	2	0	1	1				0	2		1			1		1		5	0	1			4		
CEWCN/CP				0	0		0	1	0	0	0			0	0		0			0		0		0	0	0			0			
EOC		0		2		7	1	28	0	4	1	3	1	1	2	4		3						1	1				2			
EO1		1		2		16	2	43	1	5	1	5	3	2	0	4		13						4	0				3			
EOH2		1		7		6	1	7	0	1	8	1	17	4	2	8		14						0	3	1			2			
EOH3		1		7		4	1	2	2	0	9	4	12	4	5	11		10						2	0	0			3			
EOHCN/CP		0		0		0	1	0	0	0	0	6	2	3	6	9		0						0	0	0			2			
EON2		1		7		15	3	9		1	2	4	3	2	1	2		13						3	0							
EON3		1		0		23	4	2		0	2	10	0	5	2	4		6						2	0							
EONCN/CP		0		0		6	3	0		0	4	0	0	0	3	0		0						6	1							
CMC		0		1	0	3	1	9		0	1		0	1	0	0		3			1	0	1	0	0	0	0	0	1			
CM1		1		3	1	4	2	20		1	4	1		0	2	3		2			1	1	1	1	2	2	1	1	3			
CMA2		2		2	1	4	1	9		0	3	1	3		1	0	3		2		1		1	1	3	2	1	1	1			
CMA3		1		1	1	2	3	5		1	1	1	2		0	1	3		8		0		1	0	0	1	1	1	1			
CMACN/CP		0		4	0	0	3	0		0	0	0	2		0	0	0		0		0		0	0	2	0	0	0	0			
CMH2						3	2	9					0		0	1		1						0					0			
CMH3						2	2	5					3		1	0		3						3					6			
CMHCN/CP						0	2	2					2		0	0		0						2					2			
BUC	1			5	3	5	0	19	1	1	1	2		0	0	1	2	1	10	1	0	3		0	0	4	5	4	1	2	1	
BU1	1			6	4	4	6	28	1	1	1	4		3	1	0	1	1	17	1	3	2		3	4	7	7	2	3	5	0	
BUL2	1			4	1	1	2	5	1	1	4	0	1	0		1	1	17			3		2	1	4	2	2	2	3			
BUL3	0			0	2	1	3	4	0	0	0	1	3	1	0	2		9			3		3	0	7	4	1	1	2			
BULCN/CP	0			0	0	0	2	0	0	0	11	0	1	0		0	0	1			0		0	0	10	0	0	0	0			
BUH2				1				5			0							3														
BUH3				0				4			1							1														
BUHCN/CP				1				0			0							0														
BUR2						2		2			0		0					1														
BUR3						0		2			1		1					4														
BURCN/CP						0		0			0		0					0														
SWC				1		0		9		1		2				1		2												1		
SW1				1		4		11		1		0				0		6												2		
SWE2				1				6							0									0						1		
SWE3				0				1							1			6						1						0		
SWECN/CP				0				0							0			0						0						0		
SWF2						2		3				1			0			8												1		
SWF3						1		4				0			1			3												0		
SWFCN/CP						0		0				0			0			0												0		
UTC				2	1		1	14	0	0	3		1	0	0	0	0	2			1		0	1	0	1	1	1	1			
UT1				1	1		1	18	1	1	7		1	1	1	2		2			1		1	1	1	2	1	1	2			
UTA2				5				1				1			1			0					1			0						
UTA3				0				1				0			0			3					1		1							
UTACN/CP				0				0				0			0			0					0			0						

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# DUTY

## OVERSEAS LOCATIONS (WHERE DUTY COUNTS AS SHORE DUTY)

	Nebraska	Nevada	New Hampshire	New Jersey	New Mexico	New York	North Carolina	Ohio	Oklahoma	Oregon	Pennsylvania	Rhode Island	South Carolina	South Dakota	Tennessee	Texas	Utah	Virginia	Washington	West Virginia	Wisconsin	Wyoming	Pacific Americas Atlantic					Europe				RATING			
																							Japan	Other, Pacific	Panama	Others, Lat. America	Bermuda	Puerto Rico	British Isles	Germany	Italy		Spain	Other, Europe	
	0 1 0					1 1 1	1 0 0		1 0 0	0 1 0	2 0 0				2 2 1	3 1 1		6 0 0	2 0 0			1 0 0	2 0 0				1 0 0	2 1 0			2 0 0	3 5 0	CEW2 CEW3 CEWCN/CP		
	2 6					2 2			1 0		8 12	1 4			1 5	4 9		2 9	5 3				4 7				1 2 3	2 3			1 1 1		EOC EO1		
	8 4 16					2 2 0	1 0 0		2 0 0	0 1 0	3 0 0	5 6 0			14 12 0	6 9 8			1 2 4				5 10 0				2 2 0	3 9 1			2 2 0	3 1 0	2 1 0	2 1 0	EOH2 EOH3 EOHCN/CP
	3 4 5										0 3 0				4 2 2	4 8 11		12 11 0					4 1 2				0 2 0	6 8 0			0 3 0			EON2 EON3 EONCN/CP	
	1 3	1 0				0 2	0 1		0 2	0 2	9 7	0 1			2 5	2 4		1 4	1 1				4 4				0 1 6	3 6 1	0 1		1 0 1	1 1		CMC CM1	
	11 2 4	1 0 0				2 2 0	0 1 0		0 1 0	1 2 0	4 1 2	1 0 0			4 6 0	5 3 1		4 1 0	2 2 0				6 3 0				0 1 0	9 3 0	0 2 1		2 5 0	3 6 0		CMA2 CMA3 CMACN/CP	
	2 0 0				2 0 0							1 0 0	1 5 0			1 1 0							2 0 0				2 1 0	3 0 0						CMH2 CMH3 CMHCN/CP	
2 0	1 3	2 1	1 2	1 1	0 1	2 7	0 1	2 0	0 1	1 4	7 7				2 1	8 7	0 2	7 6	2 7	1 1			7 6				0 1 4	0 4		2 0	1 0	1 2		BUC BU1	
		2 0 0	1 0 0	0 1 0	0 1 0	2 3 0	0 2 0		1 0 0	0 2 0	5 1 2				5 2 2	6 4 3			1 1 0				9 4 0				1 1 0	2 2 0			1 0 0			BUL2 BUL3 BULCN/CP	
					6 2 0																											1 1 0		BUH2 BUH3 BUHCN/CP	
		1 0 0										0 0 0			1 0 0								2 0 0				0 1 0				1 1 0				BUR2 BUR3 BURCN/CP
						0 1					2 1	3 2			1 2			0 2	0 1				2 3				0 1	0 1			0 1			SWC SW1	
						1 0 0					4 0 0	0 2 0			0 1 0			1 0 0					1 0 0				1 1 0	1 1 0			1 1 0			SWE2 SWE3 SWECN/CP	
											2 0 0				1 0 0	1 0 1		1 0 0									1 1 0	2 0 0						SWF2 SWF3 SWFCN/CP	
		1 1				1 3	0 1		1 0	0 2	5 5				1 2	0 2		1 3	2 2			0 1	4 14				0 1	3 5			1 0	0 5		UTC UT1	
							0 1 0				0 1 0					1 0 0		4 0 0	4 0 0				2 1 0				0 1 0	2 2 0	1 0 0		5 2 0			UTA2 UTA3 UTACN/CP	



## RATING

36





TABLE 8 OF 9

## SHORE


## SHORE DUTY IN U.S. ALPHABETICALLY BY STATES

RATING		Alabama	Arizona	Arkansas	California					Connecticut	Delaware	Greater Wash., D.C.	Florida				Georgia	Hawaii	Idaho	Illinois	Indiana	Iowa	Kansas	Kentucky	Louisiana	Maine	Maryland	Massachusetts	Michigan	Minnesota	Mississippi	Missouri	Montana
					San Francisco	Los Angeles	San Diego	Other, North	Other, South				Key West	Jacksonville	Pensacola	Other																	
AC2		2			12	7	37	15	11	0		4	11	41	31	8	14	13		4			2		2	11	15	3	2	0	8		
AC3		4			23	10	65	26	19	0		4	16	38	40	16	17	12		7		3		3	15	12	4	3	0	8			
ACAN/AA		0			0	0	12	7	2	0		4	3	19	21	0	8	0		0		0		0	4	4	0	0	0	13			
ABEC					0	0	17	3	0	0			2	0	1	0	0	0		16		0		1		3	0			0			
ABE1					1	1	7	4	1	1			0	2	5	1	2	0		35		1		0		7	1			1			
ABE2					1	1	2	7	0	0			0	5	7	3	2	0		1		1		1		8	0			0			
ABE3					0	0	7	10	0	0			2	3	12	4	2	4		1		1		0		8	0			0			
ABEAN/AA					4	0	0	5	0	0			8	0	7	0	0	0		0		0		0		0	0			0			
ABFC		0			1	2	6	1	1					1	1	1	3	0		1		1		1	0	2	1	0	1	1	0		
ABF1		0			3	1	11	1	1					5	2	1	5	2		4		1		2	0	2	2	3	3	0	1		
ABF2		1			4	3	23	7	0					7	4	0	5	6		1		0		2	1	6	2	2	2	0	0		
ABF3		2			8	1	7	9	0					11	3	13	7	4		0		0		4	3	4	2	3	4	0	0		
ABFAN/AA		0			14	0	0	0	0					2	0	0	0	0		0		0		0	0	0	0	0	0	0	0		
ABHC		0			4	4	25	3	4	0		3	1	3	7	1	1	2		6		1	1	0	1	3	6	2	1	1	2		
ABH1		0			2	9	42	6	9	1		5	10	10	20	0	3	13		5		0	3	1	4	0	7	3	6	4	8		
ABH2		0			12	8	38	15	14	0		5	6	21	30	0	4	3		3		0	3	0	4	3	13	4	5	2	4		
ABH3		2			6	12	45	14	9	0		8	17	19	34	0	4	7		4		0	3	0	5	1	3	5	6	2	5		
ABHAN/AA		0			20	0	22	1	6	0		0	5	6	11	0	2	0		0		0	0	0	0	0	0	0	0	4			
AEC	0	1	0		9	4	54	14	6	1		1	10	66	18	5	3	10		2	1		0	1	0	1	26	0		0	6	0	
AE1	1	3	1		14	13	146	34	21	1		11	28	95	57	16	21	18		5	1		0	1	1	5	57	1		1	14	2	
AE2	0	5	0		18	19	194	45	36	0		15	42	78	90	24	23	26		0	0		1	0	0	4	76	0		0	23	0	
AE3	0	9	0		30	19	203	46	39	0		22	50	91	115	35	23	31		0	0		0	0	0	6	73	0		0	32	0	
AEAN/AA	0	2	0		23	19	117	50	3	0		10	22	32	97	6	20	20		0	0		0	0	0	6	42	0		0	33	0	
AMSC	1	1			5	5	45	17	4	0		2	6	17	25	5	2	9		4	0		0	2	0	2	18	2	1	1	9	1	
AMS1	0	3			13	9	102	35	19	1		12	17	39	95	15	14	14		0	1		0	1	1	5	38	1	0	1	22	3	
AMS2	0	4			21	10	148	51	21	0		11	33	50	117	21	14	23		0	0		1	0	0	5	40	0	0	0	22	0	
AMS3	0	7			22	10	178	61	27	0		27	32	54	150	26	24	29		0	0		0	0	0	6	47	1	0	0	40	0	
AMSAN/AA	0	2			13	9	101	61	22	0		15	11	23	139	7	20	19		0	0		0	0	0	5	47	0	0	0	34	0	
AMHC	1	0	0		4	1	40	14	7	0		1	8	11	21	4	3	6		2						0	11	2	3	0	7		
AMH1	0	2	1		11	12	71	27	10	2		4	22	27	59	13	12	13		1					1	31	1	2	1	14			
AMH2	0	3	0		17	7	103	40	20	0		7	29	38	77	19	11	13		0					2	37	0	0	0	19			
AMH3	0	3	0		25	9	142	43	24	0		11	32	49	110	27	22	16		0					3	39	0	0	0	36			
AMHAN/AA	0	1	0		4	3	84	42	16	0		4	5	21	54	7	9	16		0					5	29	0	0	0	30			
AMEC		0			0	0	14	5	1			0	2	5	2	1	1	0		1		0			0	6	1			3	1		
AME1	1				4	4	28	23	7			1	7	16	11	6	3	3		3		0			1	11	0			14	0		
AME2	2				5	6	51	25	14			8	13	23	22	11	7	4		0		0			3	12	0			12	0		
AME3	3				10	5	60	40	16			0	14	28	34	20	9	4		0		1			2	23	0			18	0		
AMEAN/AA	0				0	3	47	33	2			3	3	6	23	6	4	3		0		0			1	14	0			30	0		
PRC	1	0			2	2	16	5	4			1	4	6	9	2	1	4		0					1	3			0	2	1		
PR1	0	2			4	6	38	8	9			3	7	10	26	3	4	5		1					3	9			1	3	0		
PR2	0	2			3	4	45	14	16			4	11	24	35	6	4	5		1					4	14			0	5	0		
PR3	0	1			11	6	61	14	19			4	10	19	40	9	5	8		0					2	19			0	7	0		
PRAN/AA	0	0			8	0	42	10	3			3	3	2	12	1	5	2		0					3	3			0	11	0		
AGC		1			7	1	9	5	4			6	2	6	5	1	2	8		1	0				1	11				1			
AG1	0				10	5	14	10	8			10	3	12	9	2	5	13		1	1				3	12			2				
AG2		1			16	2	18	10	19			19	7	15	12	4	2	25		1	0				4	12			3				
AG3	0				22	3	22	20	10			22	13	21	11	6	3	32		1	0				7	12			4				
AGAN/AA		0			0	2	1	0	0			3	0	5	15	0	5	0		0	0				0	0			3				
TDC					3	0	30	5	1	5		2	0	0	7	0	5	10		1		1				2				1			
TD1					3	1	52	7	1	12		2	1	6	13	1	17	20		1		0				2				1			

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# DUTY

## OVERSEAS LOCATIONS (WHERE DUTY COUNTS AS SHORE DUTY)

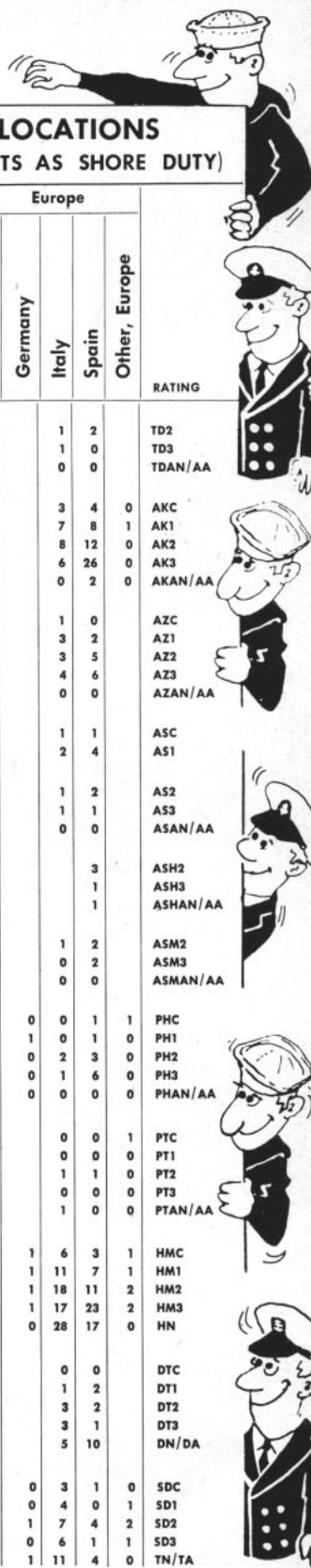
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																							Japan	Other, Pacific	Panama	Others, Lat. America	Bermuda	Puerto Rico	British Isles	Germany	Italy	Spain	Other, Europe				
	6 9 0		7 13 3	0 1 0	3 5 0				0 1 1		5 9 0	11 18 8			7 9 5	43 55 19		32 40 20	21 21 6				17 18 0			10 13 3				8 11 0	13 12 0	AC2 AC3 ACAN/AA					
	0 0 1 0 0		13 25 15		2 2 1						4 9 8	1 0 0	1 1 0		0 1 1	0 1 1		2 1 1	1 1 2	2 2 6			1 0 4 0 0			0 1 2 2 0				0 0 2 3 8	0 0 4 0 5	ABEC ABE1 ABE2 ABE3 ABEAN/AA					
	1 2 2 0 0		5 9 4		1 2 0		1 0 0				2 0 3	0 1 0	1 1 0		1 1 0	1 4 3		4 7 5	1 8 3				0 3 5 0 0			1 2 2 8 0				0 2 1 0 5	0 2 3 2 5	ABFC ABF1 ABF2 ABF3 ABFAN/AA					
	1 3 2 3 0		4 13 5 8 0		3 6 6 7 0						2 4 6 8	4 2 5 16			4 3 3 6	7 14 13 12		13 22 20 32	8 11 11 0		1 0 0 0		3 5 7 5 0			2 4 6 10 0		0 0 1 4 0		5 4 8 14 0	5 8 12 14 0	ABHC ABH1 ABH2 ABH3 ABHAN/AA					
1 2 1 0 0	1 1 2 3 3		4 8 9 7 2	1 5 5 7 3	1 5 2 1 0			4 1 0 0 0	1 0 0 0 0	1 1 0 0 0	3 8 7 2	2 8 18 9	0 1 0 0		56 102 10 7	22 72 84 129 104		16 43 58 55 24	10 29 29 28 21		0 1 0 0 0		5 16 20 23 6			0 2 1 0 0		0 2 5 7 11		2 5 6 7 3	1 1 3 2 3	0 7 12 21 26 1 8 0	AEC AE1 AE2 AE3 AEAN/AA				
1 3 0 0 0	2 1 0 1 0		3 8 11 7 2	1 4 4 6 4	2 3 0 0 0		0 1 0 0 0	0 1 0 0 0	0 1 0 0 0	0 1 0 0 0	3 6 4 5 12	5 8 13 0			34 69 10 10 12	39 71 90 115 76		13 30 39 58 20	7 20 27 25 24		0 1 0 0 0		8 13 15 19 7			0 0 1 0 0		0 2 3 6 7		0 2 4 1 1		5 10 12 15 3	6 12 12 22 8	AMSC AMS1 AMS2 AMS3 AMSAN/AA			
	1 1 0 1 0		2 7 8 6 2	0 2 5 5 0	1 1 0 0 0		0 1 0 0 0	1 0 0 0 0			3 2 4 7 3	0 0 0 0 8	1 0 0		39 64 12 5 3	31 80 88 105 74		12 30 44 41 16	7 20 23 24 22			3 10 20 18 7					1 1 3 0 0		1 4 4 3 5		1 4 2 3 1		0 1 1 1 5	0 12 18 16 0	AMHC AMH1 AMH2 AMH3 AMHAN/AA		
1 0 0 0 0	0 1 2 1 0		1 1 2 3 0	0 1 2 2 0	0 3 0 5 0			0 1 0 0 0			0 3 1 2 3	0 1 0			22 45 0 2 3	7 25 32 39 41		5 10 20 25 7	1 6 10 7 11		0 1 0 0 0		0 4 5 7 0					0 1 2 2 0		0 1 1 2 1		0 2 3 4 1		0 2 3 4 1	AMEC AME1 AME2 AME3 AMEAN/AA		
	0 1 2 2 0		11 26 4 3 2	1 1 2 1 0	0 0 0 0 0						2 2 3 3 0	1 1 0	0 1 0		1 2 3 2	8 23 21 31 10		7 9 16 2	4 8 15 7 5			2 3 7 2					0 1 0 2 4		0 1 1 2 1		1 1 1 2 1		1 2 3 6 1		2 5 1 1 7	PRC PR1 PR2 PR3 PRAN/AA	
1 2 2 5 0		18 21 5 8 1	1 1 0 0 0	1 0 0 0 0							2 0 1 0	3 5 9 10 0			2 0 3 3 2	6 13 11 9 10		7 18 26 45 7	3 4 6 9 1			9 15 21 25 0					2 3 4 5 7		2 2 3 8 10		1 2 2 2 1	2 7 10 4 0	2 11 16 30 0	AGC AG1 AG2 AG3 AGAN/AA			
	0 0										1 1	4 8 10	3 10		19 25	8 27		40 78	4 16																TDC TD1		



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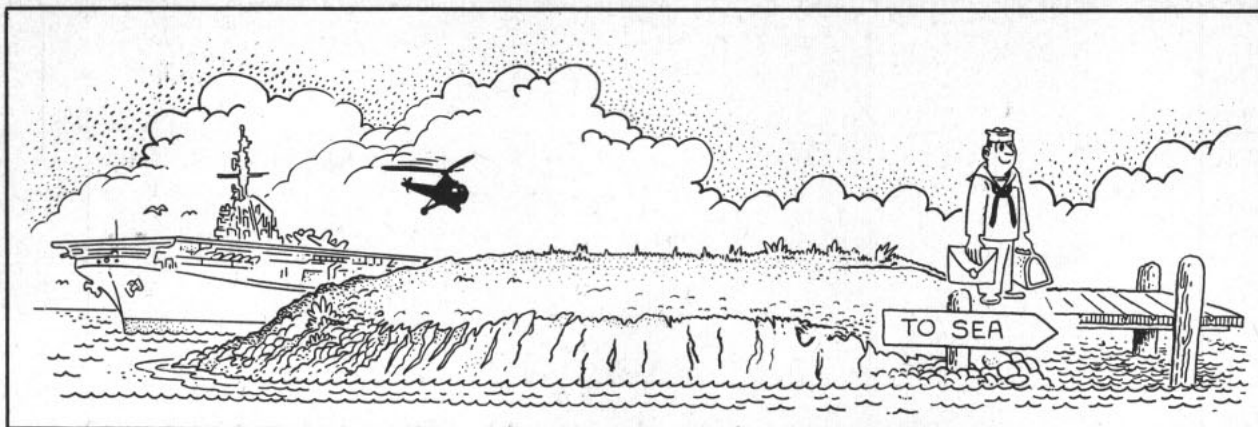


# DUTY



## OVERSEAS LOCATIONS (WHERE DUTY COUNTS AS SHORE DUTY)

	Nebraska	Nevada	New Hampshire	New Jersey	New Mexico	New York	North Carolina	Ohio	Oklahoma	Oregon	Pennsylvania	Rhode Island	South Carolina	South Dakota	Tennessee	Texas	Utah	Virginia	Washington	West Virginia	Wisconsin	Wyoming	Pacific Americas Atlantic Europe										RATING				
																							Japan	Other, Pacific	Panama	Others, Lat. America	Bermuda	Puerto Rico	British Isles	Germany	Italy	Spain		Other, Europe			
				1							2	9	13		11	39		105	18														1	2	TD2		
				1							3	14	3		10	53		165	18														1	0	TD3		
				0							0	11	1		2	39		21	6													0	0	TDAN/AA			
	1			7	0	2	2		1	0	6	6	4		18	17	1	27	10					8								3	4	0	AKC		
	4			8	0	2	5		0	1	4	9	7		22	33	1	46	13				16								7	8	1	AK1			
	0			10	3	0	8		0	0	8	13	13		30	36	0	59	16				18								8	12	0	AK2			
	5			14	4	0	9		0	0	11	14	4		17	47	0	68	20				22								6	26	0	AK3			
	0			5	3	0	0		0	0	0	14	2		27	42	0	12	6				0								0	2	0	AKAN/AA			
	0			1	1						0	2			23	7		14	4				3								1	0		AZC			
	0			3	0						2	4			23	13		20	7				4								3	2		AZ1			
	0			6	1						3	4			3	24		18	7				6								0	3	1	AZ2			
	0			1	2						2	6			1	19		32	10				8								0	4	1	AZ3			
	1			1	0						1	7			6	65		15	12				1								0	0		AZAN/AA			
	0			1		1					1				42	4		3	4				1								1	1		ASC			
	4			4		0					1				22	5		15	8				0								4	2	4	AS1			
	1			2		1									1	2		3	1				0								3			AS2			
	1			2		0									2	4		2	2				2								1	1		AS3			
	1			0		0									2	0		0	0				0								0	0		ASAN/AA			
	2			4											2	4		6	6				0								1	0	3	ASH2			
	3			4											1	4		10	5				4								0	1	1	ASH3			
	1			0											5	6		9	4				0								0	0	1	ASHAN/AA			
	1			3		1					0				2	9		11	3				2								1		2	ASM2			
	1			1		0					2				1	7		13	2				4								2	0	2	ASM3			
	0			0		0					5				2	12		6	0				0								1	0	0	ASMAN/AA			
	0			1	0	0					1	1	0		2	3		7	1				2		0						1	0	1	PHC			
	1			1	1	3					6	3	1		2	3		20	6				6		1						1	3	0	PH1			
	2			2	2	0					5	2	2		2	5		28	4				4		0						1	2	3	0	PH2		
	1			1	2	2					5	4	0		3	7		27	1				3		0						1	2	0	1	6	0	PH3
	0			0	2	0					0	1	0		3	8		4	0				1		0						0	0	0	0	PHAN/AA		
				0		0					0				0	0		5	1													0	0	1	PTC		
				0		1					0				0	0		14	2													0	0	0	PT1		
				1		0					1				1	1		16	3													1	1	0	PT2		
				0		0					0				0	0		9	2													0	0	0	PT3		
				0		0					0				0	0		0	0													1	0	0	PTAN/AA		
2	2	4	10	2	61	30	9	5	4	77	18	32	0	19	22	0	98	24	2	3	0	21	0	4	2	1	5	2	1	6	3	1		HMC			
1	5	14	10	4	73	57	9	2	1	83	36	54	1	21	38	1	161	43	1	4	1	46	1	3	0	3	11	4	1	11	7	1		HM1			
2	2	17	12	1	54	63	6	2	1	92	54	80	1	34	48	1	227	51	1	2	1	55	1	5	0	3	16	4	1	18	11	2		HM2			
0	10	34	9	1	126	98	4	1	0	134	61	111	0	73	49	0	295	64	0	2	0	110	1	1	0	8	16	4	1	17	23	2		HM3			
0	4	58	8	0	160	195	0	0	0	315	151	302	0	98	101	0	468	99	0	0	0	182	0	2	0	0	18	0	0	28	17	0		HN			
	0	1	1	0	4	3					4	4	6		2	3		12	1				4	1	0		0	0	0		0	0		DTC			
	2	3	2	0	3	5					4	5	10		6	5		24	5				9	1	1		2	3	0		1	2		DT1			
	1	1	2	1	2	10					8	16	17		6	4		36	6				8	0	1		0	6	2		3	2		DT2			
	4	2	2	0	5	11					12	13	22		7	6		48	8				6	1	1		0	3	1		3	1		DT3			
	2	0	1	0	8	13					11	30	36		17	8		83	9				6	0	1		1	9	1		5	10		DN/DA			
0	1	1	0	1	4	0	1		0	4	5	3		2	4		21	2				1	0	1		0	3	2	0	3	1	0		SDC			
2	1	0	2	2	3	0	0		0	6	12	4		4	15		41	7				3	1	1		2	5	3	0	4	0	1		SD1			
1	5	1	2	2	5	2	1		1	7	17	13		7	18		70	8				4	1	3		2	10	1	1	7	4	2		SD2			
3	2	2	3	4	13	0	2		0	3	24	7		5	24		69	11				5	0	3		2	12	3	0	6	1	1		SD3			
1	14	5	7	6	33	1	0		1	20	77	22		18	75		178	30				3	0	5		5	24	3	1	11	4	0		TN/TA			



## Preferred Sea Activities Considered Neutral Time for Rotation

### Pacific Fleet

#### Subpac

Commander, Submarine Force, U.S. Pacific Fleet (PrIHbr)  
 Commander, Submarine Flotilla 1 (SDgo)  
 Commander, Submarine Squadron 1 (PrIHbr)  
 Commander, Submarine Division 11 (PrIHbr)  
 Commander, Submarine Division 12 (PrIHbr)  
 Commander, Submarine Division 13 (PrIHbr)  
 Commander, Submarine Squadron 3 (SDgo)  
 Commander, Submarine Division 31 (SDgo)  
 Commander, Submarine Division 32 (SDgo)  
 Commander, Submarine Division 33 (SDgo)  
 Commander, Submarine Squadron 5 (SDgo)  
 Commander, Submarine Division 51 (SDgo)  
 Commander, Submarine Division 52 (SDgo)  
 Commander, Submarine Division 53 (SDgo)  
 Commander, Submarine Squadron 7 (PrIHbr)  
 Commander, Submarine Division 71 (PrIHbr)  
 Commander, Submarine Division 72 (PrIHbr)  
 Commander, Submarine Division 73 (PrIHbr)  
 Commander, Submarine Squadron 15  
 Representative (PrIHbr)  
 USS Sperry (AS 12) (SDgo)  
 USS Nereus (AS 17) (SDgo)

#### Crudespac

Commander Reserve Destroyer Squadron 27 (Sfran)  
 Commander, Destroyer Flotilla 5 (PrIHbr)  
 USS Norton Sound (AVM 1) (LBeach)

#### Phibpac

Naval Beach Group ONE (SDgo)  
 Commander, Tactical Air Control Group ONE (SDgo)  
 Amphibious Operational Training Unit, Pacific (SDgo)  
 Landing Force Training Unit (SDgo)  
 Assault Craft Squadron ONE (SDgo)

#### Minpac

Commander, Mine Squadron 7 (LBeach)  
 Commander, Mine Squadron 9 (LBeach)  
 USS Cape (MSI 2) (LBeach)  
 USS Cove (MSI 1) (LBeach)

### Miscellaneous—Pacific

Commander, FIRST Fleet (SDgo)  
 \*\*Fleet Training Group (SDgo)  
 \*\*Fleet Training Group (PrIHbr)  
 \*\*Missile Training Unit, Pacific (SDgo)  
 Pacific Missile Range Facility, Hawaiian Area  
 Fleet Composite Squadron THREE, Det A, (SDgo)  
 USS Targeteer (YV 3) (SDgo)  
 USS McGinty (DE 365) (Seattle)  
 USS Walton (DE 361) (Sfran)  
 USS Cockrell (DE 366) (Sfran)  
 USS Marsh (DE 699) (LBeach)  
 USS Vammen (DE 644) (LBeach)  
 USS Whitehurst (DE 634) (Seattle)  
 USS Charles Brannon (DE 446) (Seattle)  
 USS Cormorant (MSC 122) (LBeach)  
 USS Thrasher (MSC 203) (Sfran)  
 USS Ruff (MSCO 54) (Seattle)

### Atlantic Fleet

#### Sublant

Commander, Submarine Force, U.S. Atlantic Fleet (Nor Va)  
 Commander, Submarine Flotilla TWO (NLndn)  
 Commander, Submarine Flotilla SIX (Chas SC)  
 Commander, Submarine Development Group TWO (NLndn)  
 Commander, Submarine Squadron 2 (NLndn)  
 Commander, Submarine Squadron 8 (NLndn)  
 Commander, Submarine Squadron 10 (NLndn)  
 Commander, Submarine Squadron 18 (Chas SC)  
 Commander, Submarine Division 21 (NLndn)  
 Commander, Submarine Division 22 (NLndn)  
 Commander, Submarine Division 81 (NLndn)  
 Commander, Submarine Division 82 (NLndn)  
 Commander, Submarine Division 101 (NLndn)  
 Commander, Submarine Division 102 (NLndn)  
 Commander, Submarine Squadron 6 (Nor Va)  
 Commander, Submarine Division 61 (Nor Va)  
 Commander, Submarine Division 62 (Nor Va)  
 Commander, Submarine Division 63 (Nor Va)  
 Commander, Submarine Squadron 4 (Chas SC)  
 Commander, Submarine Division 41 (Chas SC)  
 Commander, Submarine Division 42 (Chas SC)  
 Commander, Submarine Squadron 12 (KWest)

Commander, Submarine Division 121 (KWest)  
 Commander, Submarine Division 122 (KWest)  
 USS Fulton (AS 11) (NLndn)  
 USS Orion (AS 18) (Nor Va)  
 USS Howard W. Gilmore (AS 16) (Chas SC)  
 USS Hunley (AS 31) (Chas SC)  
 USS Holland (AS 32) (Chas SC)  
 USS Bushnell (AS 15) (KWest)  
 ARDM 2 (Chas SC)

#### Crudeslant

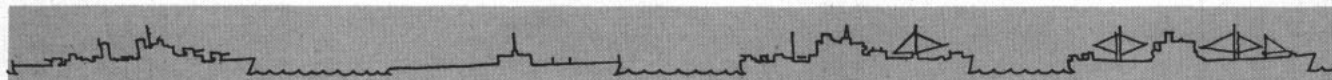
Commander, Destroyer Development Group TWO (Nwpt)  
 Commander, Destroyer Division 601 (KWest)  
 Commander, Reserve Destroyer Squadron 30 (YN billets only) (Phil)  
 Commander, Reserve Destroyer Squadron 34 (YN billets only) (Chas SC)  
 Commander, Cruiser-Destroyer Flotilla 4 (Nor Va)  
 USS Arcadia (AD 23) (Nwpt)  
 USS Everglades (AD 24) (Chas SC)  
 USS Yellowstone (AD 27) (Jksvle)  
 USS Yosemite (AD 19) (Nwpt)  
 USS Sierra (AD 18) (Nor Va)  
 USS Tweedy (DE 532) (NORleans)  
 USS Howard D. Crow (DE 252) (NORleans)  
 USS Parle (DE 708) (Chicago)  
 USS Coates (DE 685) (New Haven)  
 USS Tills (DE 748) (Brunswick Me)  
 USS DeLong (DE 684) (New York)  
 USS Albert T. Harris (DE 447) (New York)  
 USS Thaddeus Parker (DE 369) (Phil)  
 USS Snowden (DE 246) (Phil)  
 USS J. Douglas Blackwood (DE 219) (Phil)  
 USS Darby (DE 218) (NORleans)  
 USS Roberts (DE 749) (Wash D.C.)  
 USS Loeser (DE 680) (Wash D.C.)

#### Phiblant

Amphibious Maintenance Support Unit (NorVa)

#### Minlant

USS Reedbird (MSCO 51) (Boston)  
 USS Siskin (MSCO 58) (Boston)  
 USS Turkey (MSCO 56) (Nwpt)  
 USS Falcon (MSC 190) (Nwpt)



**USS Fulmar (MSCO 47) (New York)**  
**USS Lorikeet (MSCO 49) (New York)**  
**USS Plover (MSCO 33) (Phil)**  
**USS Linnet (MSCO 24) (Phil)**  
**USS Thrush (MSC 204) (Miami)**  
**Inshore Underseas Warfare Group TWO (Nor Va)**  
**Commander Mine Squadron FOUR (Chas SC)**  
**Commander Mine Squadron EIGHT (Chas SC)**  
**Commander Mine Squadron TEN (less detachment) (Chas SC)**  
**Explosive Ordnance Disposal Unit TWO (Support personnel only) (Chas SC)**

### Servlant

**Commander Service Squadron TWO (Nor Va)**  
**Commander Service Squadron FOUR (Nor Va)**  
**USS Cadmus (AR 14) (NorVa)**  
**USS Amphion (AR 13) (NorVa)**  
**USS Vulcan (AR 5) (NorVa)**

### Navairlant

**Fleet Composite Squadron SIX (Support personnel only) (Nor Va)**  
**Fleet Composite Squadron FOUR (DET Cecil Field)**  
**Fleet Composite Squadron TWO (DET Quonset Point)**

### Miscellaneous—Atlantic Fleet

**\*\*Underway Training Unit (Nor Va)**  
**Test and Evaluation Detachment (Nor Va) (sea component)**  
**\*\*Fleet Training Group (Chas SC)**  
**\*\*Missile Training Unit, Atlantic (Dam Neck Va)**  
**Hq, Fleet Marine Force, Atlantic Fleet**  
**PCE 856 Whitehall (Cleveland)**  
**PCER 853 Amherst (Detroit)**  
**PCE 877 Havre (Michigan City, Ind)**  
**PCE 880 Ely (Sheboygan, Wis)**  
**PCE 902 Portage (Milwaukee)**

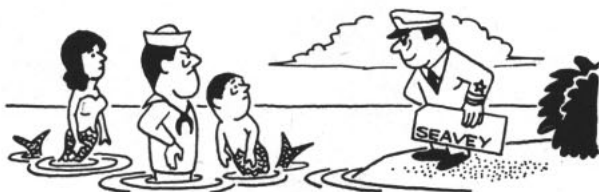
**Test and Evaluation Detachment (KWest) (Comp 1)**  
**USS Prowess (IX 305) (Buffalo)**

### BUPERS Distribution Control

**\*Field Food Service Team (Nwpt)**  
**\*Field Food Service Team (Nor Va)**  
**\*Field Food Service Team (Chas SC)**  
**\*Field Food Service Team (SDgo)**  
**\*Field Food Service Team (WESTPAC)**  
**\*Fleet Assistance Group Pacific (SDgo)**  
**\*Fleet Assistance Group Atlantic (Nor Va)**

**\*Tour length is 36 months. Other activities not indicated by an asterisk will have a tour length of 24 months.**

**\*\*Tour lengths at these activities are for 36 months for instructor personnel and 24 months for support personnel.**



## Overseas Activities Considered Shore Duty for Rotation

### Argentina

**Naval Advisors Argentina, Buenos Aires**  
**Attache Argentina, Buenos Aires**

### Australia

**US Sending State Office For Australia, Canberra**  
**Attache Australia, Canberra**  
**OICC BUDOCKS Contracts Australia**

### Belgium

**MAAG Belgium, Brussels**  
**Attache Belgium, Brussels**

### Bermuda

**Naval Facility Bermuda**  
**Commissary Store NS Bermuda**  
**Under Water Sound Lab Bermuda Det**  
**Navy Exchange NS Bermuda**  
**Naval Station Bermuda**  
**Aircraft Support Det Kindley AFB, Bermuda**

### Brazil

**Naval Mission Brazil, Rio de Janeiro**  
**Attache Brazil, Rio de Janeiro**

### Canada

**Liaison Loan Officer Ottawa, Canada**  
**Attache Canada, Ottawa**

### Chile

**Attache Chile, Valparaiso**  
**Naval Mission Chile, Valparaiso**

### Denmark

**Attache Denmark, Copenhagen**  
**MAAG Denmark, Copenhagen**

### France

**MAAG France, Paris**

### Germany

**CINCUSNAVEUR Rep Berlin Det**  
**MAAG, Germany, Bonn**  
**COMSTS ELM Area, Bremerhaven**  
**Sec Grp Act, Bremerhaven**  
**CINCUSNAVEUR Rep Frankfurt Det**  
**Sec Grp Act, Todendorf**  
**CINCUSAREUR, Heidelberg**  
**COMNAVBALTAP, Holtenau**  
**CINCUSNAVEUR Rep Munich Det**  
**EUR Electronics Intel Center, Wiesbaden**

### Hawaii

**Naval Station, Pearl Harbor**  
**Navy Supply Center, Pearl Harbor**  
**Regional Finance Center, Pearl Harbor**  
**Commissary Store, Pearl Harbor**  
**Branch Commissary Store, NAS Barbers Point**  
**Degaussing Station, Pearl Harbor**  
**Dental Clinic, Pearl Harbor**  
**Reserve Training Center, 14th ND**  
**Reserve Supplement Hq, 14th ND**  
**Training Device Center Regional Office, Pearl Harbor**  
**Navy Exchange, Naval Station, Pearl Harbor**  
**Location Navy Exchange, Naval Radio Station, Lualualei**

**Branch Navy Exchange, Naval Communication Station, Wahiawa**

**Special Communication Division, Naval Communication Station, Honolulu**

**Naval Astronautics Group Det Charlie**  
**Flag Admin Unit, Commander Fleet Air, Hawaii**

**Fleet Composite Squadron ONE**

**Fleet Weather Center, Pearl Harbor**

**Submarine Base, Pearl Harbor**

**Fleet Submarine Training Facility, Pearl Harbor**

**Commander Anti-Submarine Warfare Force, U.S. Pacific Fleet**

**Fleet Intelligence Center, U.S. Pacific Fleet**

**Pacific Command Admin Detachment**

**Commander in Chief, U.S. Pacific Fleet**

**Pacific Command Military Assistance Program**

**Data Center**

**Hq, 14th Naval District, Pearl Harbor**

**Preventive Medicine Unit SIX, Pearl Harbor**

**Inactive Service Craft Facility, Pearl Harbor**

**Commander Hawaiian Sea Frontier**

**Pacific Liaison Office, Hawaiian Sea Frontier**

**Pearl Harbor Naval Shipyard**

**Fleet Operations Control Center, Pacific**

**Naval Ammunition Depot, Oahu, Hawaii**

**Branch Navy Exchange, Naval Ammunition**

**Depot, Oahu, Hawaii**

**Security Group Department, Communication Station, Honolulu**

**Hq, Fleet Marine Force, Pacific**

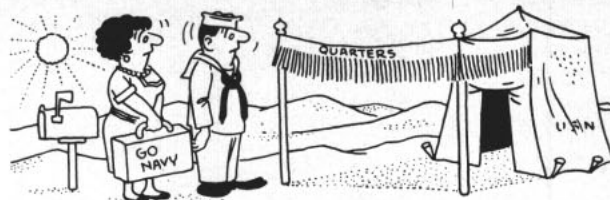
**Navy Branch Oceanographic Office, Honolulu**

**Communication Station, Honolulu**

**United States Armed Forces Institute**

**Military Camp Det, 14th ND**





## Overseas Activities Considered Shore Duty for Rotation (Cont.)

Navy Exchange, Submarine Base, Pearl Harbor  
Naval Investigation Service Office, Honolulu  
Military Sea Transportation Service Office, Honolulu  
Medical Administrative Unit, Tripler Army Hospital  
Commander in Chief, Pacific Airborne Comd  
Commander in Chief, Pacific  
Naval Manpower Validation Shore Survey Team, 14th ND  
Auxiliary Repair Dock 30 (Pearl Harbor)  
Commander Service Force, U.S. Pacific Fleet  
Director 14th MC Dist. NB, Pearl Harbor  
Commander Construction Battalions, Pacific  
Mobile Technical Unit ONE  
Security Group Detachment, Commander in Chief, U.S. Pacific Fleet  
U.S. Intelligence Support Group, Pacific  
Fleet Aviation Electronics Training, Barbers Pt.

Navy Exchange, Naval Air Station, Barbers Point  
Marine Corps Air Station, Kaneohe  
Defense Communication Agency, Pacific Area  
Commander Service Squadron FIVE  
Commander Destroyer Flotilla FIVE  
Naval Air Station, Barbers Point  
Fleet Tactical Support Squadron 21 (1)  
  
Hong Kong (British Crown Colony)  
  
Attache Hong Kong  
  
Italy  
  
COMSTS Med Sub Area Leghorn  
Fleet Air Unit, Naples  
Air NavO FAU COMFAIR Med, Naples  
NAF, Naples  
COMAIRSOUTH, Naples

Commissary Store SuppAct, Naples  
Comm Unit Naples  
Nav Supp Act Naples  
COMSTRIKFOR SOUTH, Naples  
CINCSOUTH, Naples  
Preventative Med Unit SEVEN, Naples  
Naval Overseas Air Cargo Terminal, Naples  
Security Group Det Naval Support Activity, Naples  
Navy Exchange Support Activity, Naples  
Naval Air Facility Naples, Italy, Rome Detachment  
US Sending State Officer for Italy, Rome  
Attache Italy, Rome  
MAAG Italy, Rome  
  
Japan  
  
Naval Air Station Atsugi

Navy Exchange Naval Air Station, Atsugi  
Security Group Activity Kamiseya  
Naval Air Station Atsugi Detachment Alf Kisarazu  
Loc Navy Exchange Alf Kisarazu  
Mine Assembly Facility Misawa  
Naval Overseas Air Cargo Terminal Tachikawa  
Commissary Store Yokohama

COMSTS Far East Area, Yokohama  
Navy Housing Activity, Yokohama  
Finance Officer Yokosuka  
Fleet Activities Yokosuka  
Terminal NPO 660 Yokosuka  
Commissary Store Hq SupAct Yokosuka  
Def Comm Agy Far East Region, Yokosuka  
Communication Station Yokosuka  
Officer in Charge Construction Far East, Yokosuka  
Dental Clinic Yokosuka  
US Naval Hospital Yokosuka  
Navy Branch Oceanographic Office, Yokosuka  
Attache Japan, Tokyo  
Naval Investigation Service Office, Yokosuka  
MAAG Japan, Yokosuka  
Ordnance Facility Yokosuka  
Public Works Center Yokosuka  
Ship Repair Facility Yokosuka  
Naval Supply Depot Yokosuka  
Flt Weather Facility Yokosuka  
Fleet Activities Sasebo  
Commissary Store Fleet Activity Sasebo

MSTSO Sasebo  
Ordnance Facility Sasebo  
Navy Exchange Fleet Activity Sasebo

Mexico  
Attache Mexico

## Welcome Home, Daddy

Most sailors will agree that the best thing about a long deployment is its end. In recent months, joyful homecomings have delighted the crews and families of these ships:

- *uss Gunston Hall* (LSD 5) returned to her San Diego home port from the Vietnam action zone.

*Gunston Hall* spent eight months in the western Pacific, traveling some 20,000 miles.

She provided logistic support for U. S. and allied troops ashore, making 22 separate calls on Vietnamese ports. She also served as mother ship for river patrol boats (PBRs) and UH-18 helicopters, and as a ready-duty ship for the Amphibious Ready group.

- The San Diego-based destroyers *uss Hoel* (DDG 13), *John R. Craig* (DD 885), *Perkins* (DD 877) and *Uhlmann* (DD 687) returned home after six months off the coast of Vietnam.

During their Vietnam operations, the destroyers fired a total of more than 10,000 rounds of ammunition at enemy targets.

*Hoel* was commended for her participation in the rescue of three downed pilots and for meeting un-

scheduled naval gunfire support missions.

*John R. Craig* and *Perkins* were among the first ships to engage shore batteries.

*Craig* received the Marjorie Sterrett Award presented to the most battle-ready destroyer in the Pacific.

*Uhlmann* was recognized as the shootingest ship in the division, accounting for half the ammunition fired and targets destroyed.

- *uss Independence* (CVA 62) returned to Norfolk after an eight-month Mediterranean deployment.

*Independence* was relieved by *uss America* (CVA 66), the Navy's newest attack carrier.

- The radar picket escort ship *uss Newell* (DER 322) returned to Pearl Harbor after a seven and one-half month cruise of the Far East.

About 80 per cent of *Newell's* time was spent in Market Time operations.

*Newell* became known for her southern hospitality as she served as a base of support to many of the small U. S. patrol craft operating off the coast. She supplied them with fuel and water, and served as a floating haven for tired boat crews.



#### Netherlands

MSTSO Rotterdam  
MAAG Netherlands

#### New Zealand

Communication Unit Christ Church, New Zealand

#### Norway

CINCNORTH Kolsaas, Sandvika  
Attache Norway, Oslo  
MAAG Norway, Oslo  
Hq Baltic Approaches

#### Panama (including Canal Zone)

Communication Station Balboa  
US South Command Balboa  
Ind Mgr 15ND Balboa  
Naval Investigation Service Office Fort Amador Balboa  
MSTSO Balboa CZ  
Security Group Activity Galeta Island  
Navy Branch Oceanographic Office, Rodman CZ  
Navy Exchange Naval Station Rodman CZ  
Naval Station Rodman CZ

#### Peru

Naval Mission Peru, Lima

#### Portugal

Attache Portugal, Lisbon  
MAAG Portugal, Lisbon  
COMIBERLANT, Portugal, Lisbon

#### Puerto Rico

Branch Navy Exchange Fort Allen Puerto Rico  
Naval Facility Ramey Air Force Base, Puerto Rico  
Atlantic Fleet Weapons Range, Roosevelt Roads  
Commissary Store Naval Station Roosevelt Roads  
Navy Exchange Naval Station Roosevelt Roads  
Naval Station Roosevelt Roads Puerto Rico  
Fleet Air Unit COMFAIRCARB, San Juan  
Commissary Store Naval Station San Juan  
Communication Station Puerto Rico  
Hq, 10 ND San Juan  
Navy Investigation Service Office San Juan  
MSTSO San Juan  
COM CARIBBEAN SEA FRON, San Juan  
Security Group Detachment Communication Station San Juan  
Navy Exchange Naval Station San Juan  
Naval Station San Juan  
Naval Weather Service Environmental Det Roosevelt Roads  
Antilles Defense Command San Juan

#### Spain

JUSMG/MAAG Spain, Madrid  
Defense Communication Agency SIA Region, Madrid  
Officer in Charge Construction Spain, Madrid  
Naval Activities Spain Madrid Detachment  
Attache Spain, Madrid  
Commissary Store Naval Station, Rota, Spain  
Communication Station Spain, Rota

#### Naval Activities Spain, Rota

Naval Fuel Depot Rota, Spain  
MSTSO Rota, Spain  
Naval Overseas Air Cargo Terminal, Rota, Spain  
Security Group Detachment Communication Station Rota, Spain  
Navy Exchange Naval Station, Rota, Spain  
Naval Station Rota, Spain  
Fleet Weather Center Rota

#### United Kingdom

Defense Communication Agency UK Region  
Commissary Store UK London  
Communication Unit London  
Nav Supp Act London  
CINCLANT Rep to Fld Rep EUR, London  
CINCEASTLANT, London  
Attache United Kingdom, London  
MSTSO London  
Navy Research Branch Office London  
Security Group Detachment Naval Support Activity London  
Navy Exchange Support Activity London  
Fleet Weather Facility London  
Naval Air Facility Mildenhall  
Ordnance Facility St. Mawgan England

#### Uruguay

NacSect USAF MIS Uruguay, Montevideo

#### NOTE:

(1) Less Flight Crews which remain arduous sea duty.

## WHEREVER YOU ARE

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II. TABLE 1 OF 9

SEA

**ARDUOUS SEA DUTY**  
(Home Port or Base)

**OVERSEAS LOCATIONS**

RATING	Boston, Mass.*	New London, Conn.*	Newport, R.I.*	New York, N.Y.*	Philadelphia, Pa.*	Washington, D.C.*	Norfolk, Va.*	Charleston, S.C.*	Jacksonville, Fla.*	Brunswick, Me.*	New Orleans, La.*	Miami, Fla.	Overseas, Atlantic	Overseas, Pacific	Seattle, Wash.*	San Francisco, Calif.*	Long Beach, Calif.*	San Diego, Calif.*	Pearl Harbor, Hawaii*	Misc. Arduous Sea	Pacific						Asia			
																					Japan	Ryuku Is.	Philippines	Taiwan (Formosa)	(Guam) Marianas	Midway Is.	Korea	S.E. Asia	Arctic Area	British Isles
BMC	11	4	70	13	4		214	24	35		4	6	22	98	11	51	94	230	67	9	2	5	47	3	17	5	1	102	4	1
BM1	23	3	135	5	6		432	97	80		14	7	30	161	18	101	293	464	96	17	3	6	43	4	22	5	1	251	2	0
BM2	26	3	101	7	4		597	97	80		23	6	35	174	34	146	348	507	96	18	4	4	58	3	30	5	1	270	4	1
BM3	39	4	127	15	4		807	48	112		13	7	53	266	54	243	407	815	113	17	5	9	78	0	39	7	0	361	4	0
BMSN/SA	8	0	8	2	1		107	7	6		0	0	12	42	2	40	47	93	22	1	0	0	7	0	0	0	0	71	0	0
QMC	5	19	29	1	1		87	32	14		0	5	6	15	3	14	48	75	74	0	0	2	2	1	1	0	0	9	2	
QM1	12	62	59	6	6	0	168	93	31		9	15	7	52	7	44	113	290	81	2	1	1	6	0	6	0	1	14	0	
QM2	14	82	66	5	3	0	203	80	35		5	25	10	58	6	42	88	241	111	2	0	1	6	1	4	1	1	34	0	
QM3	24	91	80	3	2	0	283	114	56		4	19	8	64	13	61	128	253	127	0	0	4	6	7	3	1	0	36	0	
QMSN/SA	4	0	2	0	1	0	59	0	1		0	1	1	13	1	6	13	50	11	0	0	0	0	0	0	0	0	24	0	
SMC	3	0	27	2	0		69	13	17		1	1	0	5	1	18	40	68	7				2	0	2			6		0
SM1	8	0	80	2	3		185	28	42		5	3	8	52	6	31	102	172	64				0	0	1			8		0
SM2	10	3	87	5	2		259	52	48		9	7	9	73	9	55	156	226	82				4	0	7			19		4
SM3	17	1	135	2	0		366	66	86		10	3	14	83	16	90	226	343	85				2	1	1			68		0
SMSN/SA	2	0	1	0	0		60	3	0		0	0	3	17	0	4	15	44	6				0	0	0			27		0
STC	3	46	36	0	0		62	37	14		0	9	1	9	1	2	38	68	47	1				0			0	1	2	
ST1	12	43	118	3	4		140	98	44		7	7	5	35	3	7	127	162	105	1				2			1	4	6	
STG2	15	3	169	5	4		172	42	60		4	7	2	25	4	12	136	196	70	1							7	12		
STG3	18	0	179	2	3		171	43	59		3	9	3	26	5	12	143	203	72	0							5	24		
STG5N/SA	9	0	160	0	0		169	39	65		0	7	3	28	3	3	124	198	79	0							0	0		
STS2	6	112					32	92				20	5	2				44	72											
STS3	7	99					21	92				11	2	3				26	77											
STSSN/SA	0	0					0	0				0	0	0				0	0											
TMC	3	48	3	0	0		14	46	1		0	13	11	3	1	2	7	26	26	0	1	1	2	1	2		0		1	
TM1	7	116	15	2	2		60	113	6		2	20	22	11	3	6	31	99	86	0	1	1	5	0	2		1	2		
TM2	12	110	64	2	2		95	123	23		2	24	39	28	3	8	59	135	100	1	0	3	9	0	1		0	4		
TM3	17	204	46	0	0		107	208	17		0	41	35	25	7	7	79	168	133	0	2	7	18	0	4		0	2		
TMSN/SA	0	0	6	0	0		7	5	0		0	0	19	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
GMMC	1	2					19	4	3				1	1	0	1	10	19	4				0		0					
GMM1	8	2					45	11	6				2	6	2	5	34	61	4				2		0					
GMM2	10	0					62	15	7				4	8	0	7	37	75	8				0		0					
GMM3	14	0					80	19	11				7	12	1	10	51	102	8				0		2					
GMM5N/SA	0	0					8	0	0				0	0	1	0	5	4	0				0		0					
GMTC	1	1					8	1	6				2	3	3	8	4	22		10	1	1	1		3					
GMT1	1	5					20	3	12				5	6	5	16	8	24		0	0	1	2		9					
GMT2	0	2					22	3	18				8	10	7	25	7	29		0	0	2	4		12					
GMT3	2	8					36	0	25				2	2	12	37	25	51		0	3	9	7		19					
GMT5N/SA	0	0					30	0	24				0	0	8	32	0	32		0	0	2	0		0					
GMGC	5	0	52	2	2	0	77	10	23		3	3	4	27	5	14	53	81	29	0		1	9	2	4	1	1	17	0	1
GMG1	16	2	96	8	6	0	231	33	54		7	5	9	64	10	63	124	243	62	3		1	22	2	7	1	1	27	0	1

\*The home ports also include adjacent areas:

- \* Boston includes Portsmouth, N.H.
- \* Newport includes Quonset Point, R.I.; Davisville, R.I.; Providence, R.I.; and Fall River, Mass.
- \* New York includes Jamaica, N.Y.; Ft. Schuyler, N.Y.; Perth Amboy, N.J.; and Port Newark, N.J.
- \* Philadelphia includes Atlantic City, N.J.; Trenton, N.J.; and Lakehurst, N.J.

\* Washington, D.C., includes Patuxent River, Md., and Baltimore, Md.

\* Norfolk includes Newport News, Va.; Dam Neck, Va.; Little Creek, Va.; Oceana, Va.; and Fort Storey, Va.

\* Charleston includes Beaufort, S.C.; Wilmington, N.C.; and Cherry Point, N.C.

\* Jacksonville includes Mayport, Fla.; Green Cove Springs, Fla.; Cecil Field, Fla.; Cape Kennedy, Fla.; Sanford, Fla.; and Glynnco, Ga.





# DUTY

## (COUNTS AS SEA DUTY)

## NEUTRAL TIME

(Home Port or Base)

Europe									Americas			Caribbean																						RATING			
Greece	Spain	Others, Europe	North Atlantic	Middle East	Africa	Mediterranean Area	Canada	Central America	South America	Alaska	Bahamas	Gitmo (Cuba)	Others, Caribbean	Others, Overseas	Boston, Mass.*	New London, Conn.*	Newport, R.I.*	New York, N.Y.*	Philadelphia, Pa.*	Washington, D.C.*	Norfolk, Va.*	Charleston, S.C.*	Jacksonville, Fla.*	Brunswick, Me.*	New Orleans, La.*	Miami, Fla.*	Chicago, Ill.*	Overseas, Atlantic	Overseas, Pacific	Seattle, Wash.*	San Francisco, Calif.*	Long Beach, Calif.*	San Diego, Calif.*	Pearl Harbor, Hawaii*	Misc. Neutral Time		
1	1		0	2	4	3	7			10	1	30	2	7	0	2	7	0	0	0	10	13	2	0	0	2	6	1	1	0	0	1	17	1		BMC	
1	0		0	0	11	2	8			14	2	30	2	4	0	7	10	3	3	3	18	25	3	1	3	6	0	1	0	3	2	9	24	0		BM1	
0	1		1	0	16	4	14			21	0	20	1	7	2	7	15	2	2	0	25	32	4	0	0	8	1	0	0	1	1	7	18	0		BM2	
1	0		0	0	11	2	15			23	0	38	3	2	0	8	21	2	3	3	29	25	6	1	3	7	7	0	1	3	2	3	18	0		BM3	
0	0		0	0	0	0	0			6	0	0	0	0	0	0	1	0	0	0	7	2	0	0	0	0	0	0	0	0	0	0	1	0		BMSN/SA	
			0	1	0	1	1			1		2		0	2	0	2	2	2	0	2	11	0	0	0	1	0	1	0	1	1	4	7	0		QMC	
			0	0	2	0	2			4	2	2	6	0	2	3	2	3	3	13	7	1	1	3	1	6	0	1	3	2	4	8	1		QM1		
			0	1	0	0	4			2	2	1	1	0	1	2	1	0	0	3	5	1	0	0	1	0	0	0	0	0	1	3	0		QM2		
			1	0	1	0	5			2	0	0	0	0	1	3	0	0	0	8	3	1	0	0	1	1	0	1	0	1	0	1	4	0		QM3	
			0	0	0	0	0			0	0	0	0	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0		QMSN/SA
0	0									0	0	3	0	0	0	2	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	5			SMC	
1	0									2	3	2	6	2	1	2	0	0	0	7	3	1	0	0	2	0	0	0	0	1	1	3				SM1	
0	0									0	0	0	0	0	2	3	2	3	3	4	3	1	1	3	1	3	1	3	2	3	3				SM2		
0										0	0	0	0	0	2	3	0	0	0	9	5	1	0	0	2	1	0	0	0	0	2	4				SM3	
										0	0	0	0	0	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0		SMSN/SA
				1		1		1		3	3	3	2	2	2	3	2	3	3	2	3	1	1	3	1	3	1	1	1	3	2	2	1	1	1	1	STC
			0			7		0		10	10	11	3	3	2	7	0	0	0	0	6	7	2	0	0	3	0	1	0	0	1	5	0	0	0	0	ST1
							13			17	24	1	14	4	1	5	2	3	3	2	2	2	2	2	1	3	1	1		3	3	5				STG2	
							48			19	47	0	28	7	0	5	0	0	0	2	1	1	0	0	0	5		0	0	2						STG3	
							0			0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				STGSN/SA	
															2						2	4				2							6		ST52		
															1						1	3				2						2			ST53		
															0						0	0				0						0			ST55N/SA		
1	0		2			3	2			2		3			5	2					9	12	1			5		0					10	0		TMC	
0			2			2	2			3		2			11	11					19	27	5			11		1					23	1		TM1	
0			2			3	2			3		3			15	11					21	36	5			15		0					30	0		TM2	
0			3			4	4			6		5			28	13					36	59	6			28		0					57	1		TM3	
0			0			0	0			0		0			5	6					8	12	3			5		0					10	0		TMSN/SA	
																					1	1	1													GMMC	
																					1	1	1													GMM1	
																					1	0	0													GMM2	
																					0	0	0													GMM3	
																					0	0	0													GMM5N/SA	
																																					GMTC
																					0	1	0			0										GMT1	
																					3	4	1			1										GMT2	
																					2	5	1			1										GMT3	
																					3	3	3			0										GMT5N/SA	
0																					0	0	0			0										GMGC	
1			2		1	1	2			1	0	0	5	0	0	0	0	0	0	0	4	1	0	0	0	0	0	2	0	0	0	0	12			GMG1	
			0		2	1	3			0	2	0	9	0	1	1	5	2	3	3	9	3	1	1	3	0	6	1	1	3	2	3	4				

\* Brunswick includes Portland, Maine.

\* New Orleans includes Pensacola, Fla.; St. Petersburg, Fla.; Panama City, Fla.; Mobile, Ala.; Houston, Tex.; Galveston, Tex.; and Pascagoula, Miss.

\* Miami includes Port Everglades, Fla., and Key West, Fla.

\* Chicago includes Great Lakes, Ill.; Milwaukee, Wisc.; Sheboygan, Wisc.; Detroit, Mich.; Benton Harbor, Mich.; Toledo, Ohio; and Rochester, N.Y.

\* Seattle includes Puget Sound, Wash.; Everett, Wash.; Whidbey Island, Wash.; Astoria, Ore.; Portland, Ore.; and Tongue Point, Ore.

\* San Francisco includes Mare Island, Calif.; Vallejo, Calif.; Alameda, Calif.; Moffett Field, Calif.; and Stockton, Calif.

\* Long Beach includes San Pedro, Calif.; Point Mugu, Calif.; Port Hueneme, Calif.; and Los Alamitos, Calif.

\* San Diego includes North Island, Calif.; Miramar, Calif.; Ream Field, Calif.; and Brown Field, Calif.

\* Pearl Harbor includes Barber's Point, Hawaii.



## ARDUOUS SEA DUTY (Home Port or Base)

## OVERSEAS LOCATIONS

RATING	ARDUOUS SEA DUTY (Home Port or Base)																														OVERSEAS LOCATIONS									
	Home Port or Base															Overseas Locations															Pacific					Asia				
	Boston, Mass.*	New London, Conn.*	Newport, R.I.*	New York, N.Y.*	Philadelphia, Pa.*	Washington, D.C.*	Norfolk, Va.*	Charleston, S.C.*	Jacksonville, Fla.*	Brunswick, Me.*	New Orleans, La.*	Miami, Fla.	Overseas, Atlantic	Overseas, Pacific	Seattle, Wash.*	San Francisco, Calif.*	Long Beach, Calif.*	San Diego, Calif.*	Pearl Harbor, Hawaii*	Misc. Arduous Sea	Japan	Ryuku Is.	Philippines	Taiwan (Formosa)	(Guam) Marianas	Midway Is.	Korea	S.E. Asia	Arctic Area	British Isles										
GMG2	21	0	157	10	8	0	308	47	77		8	6	5	68	18	89	208	344	97	0		0	29	6	8	1	0	61	0	1										
GMG3	27	4	234	8	2	1	419	86	108		14	9	10	98	23	92	308	740	103	3		0	36	0	7	2	0	72	1	0										
GMGSN/SA	3	0	8	0	0	0	61	4	10		0	0	3	4	1	11	31	56	10	0		0	4	0	0	0	0	68	0	0										
FTC	2	20	2		2		10	17	8		1		6	6	3	9	6	10	8		2	2	2	1	2		1													
FTGC	4	10	30	0	0		24	12	14		0	6	1	7	0	0	20	39	15		0	0	0	0	0		0													
FTG1	11	47	62	2	2		128	59	35		4	8	10	29	8	38	61	128	70		2	2	4	1	2		0													
FTG2	20	6	75	4	2		173	35	54		4	1	10	20	9	54	103	191	54		4	4	4	0	6		1													
FTG3	22	43	100	4	2		258	72	68		5	7	8	49	11	65	185	269	76		5	5	4	0	1		0													
FTGSN/SA	10	1	91	0	0		147	16	63		0	4	5	38	5	13	131	185	55		0	3	0	0	0		0													
FTMC	6		2				31	8	3				2	4		6	21	41	4																					
FTM1	17	1					117	31	18				5	13		14	69	140	16																					
FTM2	13	3					171	31	12				4	12		21	86	180	20																					
FTM3	30	2					263	58	28				9	24		34	138	296	32																					
FTMSN/SA	12	0					107	20	8				8	12		17	60	110	16																					
FTB1	1	28					1	40	3				13	6					14																					
FTB2	2	56					2	76	4				11	6					28																					
FTB3	2	56					2	70	6				4	0					28																					
FTBSN/SA	0	0					0	0	0				0	0					0																					
MTC	1	15					1	28	1				6	1					14																					
MT1	1	28					1	40	2				12	5					14																					
MT2	2	56					2	78	4				17	8					28																					
MT3	3	84					3	114	7				20	10					42																					
MTSN/SA	0	0					0	16	0				22	10					0																					
MNC							2	3											1																					
MN1							2	8											1																					
MN2							6	12											2																					
MN3							8	17											3																					
MNSN/SA							0	13											0																					
ETC	6	64	46	3	0	3	92	77	32		1	8	18	27	5	24	51	107	67	0	0	2	11	2	11	2	1	6	6	7										
ET1	32	123	80	8	5	6	297	169	76		5	14	52	58	12	97	179	306	125	2	2	7	29	2	36	14	1	26	21	13										
ETN2	18	29	119	4	1	9	290	93	65		8	5	37	36	13	62	209	292	83	2	2	8	61	2	51	15		27	35	16										
ETN3	18	31	73	4	2	0	270	76	55		8	5	39	48	19	53	166	252	66	4	1	11	71	4	42	14		38	34	29										
ETNSN/SA	14	0	28	2	0	0	167	17	30		2	2	4	21	10	44	98	133	38	1	0	8	20	0	2	4		2	12	5										
ETR2	25	173	101	10	6	3	274	239	72		5	9	31	62	12	70	153	287	185	5	2	1	6		3	1		25	2											
ETR3	32	188	63	8	0	0	289	259	65		9	17	30	63	10	91	199	306	208	3	5	2	3		2	0		18	1											
ETRSN/SA	16	0	67	16	1	0	157	24	34		2	4	17	20	7	25	96	158	24	0	0	0	0		0	0		8	0											
DSC	2		1				8	1	1		0		0	0	1	4	2	9	0																					
DS1	6		1				26	3	3		0		0	0	3	16	9	27	2																					
DS2	9		5				51	4	6		1		2	2	5	31	24	56	2																					
DS3	6		2				25	3	4		1		1	1	4	11	7	27	0																					
DSSN/SA	0		0				0	0	0		0		0	0	0	0	0	0	0																					
IMC			2				2	1					0	0		0	3	3							0															
IM1			3				2	3					4	4		2	5	10							0															
IM2			5				4	3					4	3		4	7	11							1															
IM3			5				4	4					8	6		4	8	15							0															
IMSN/SA			2				2	0					0	0		0	0	0							0															
OMC			2				2	0	0				2	2		2	4	6					0																	

### Other Locations That Count as Sea Duty

In addition to those listed in the charts, a few shore billets (considered sea duty for rotation purposes) exist at the following locations:

- Elsewhere in the Pacific—1 YNC and 7 YN1s; 1 CE1; 1 CM1; 1 BUC; 1 UT1; and 1 HMC.
- India—1 YNC and 7 YN1s; 1 SKC; 1 DKC and 1 DK1; 1 ADRC; and 1 ATC.



# DUTY

(COUNTS AS SEA DUTY)

NEUTRAL TIME  
(Home Port or Base)



Europe						Americas				Caribbean																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																		
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Other Locations That Count as Sea Duty

- Puerto Rico—1 YN1.
- Antarctica—1 SK1; 6 CECs and 2 CE1s; 1 EO1; 2 CM1s; 1 SW1; 1 UTC and 2 UT1s; and 2 HMCs and 3 HM1s.
- Yorktown, Va.—In addition, there are arduous sea duty billets at Yorktown Va. for 3 MNCs, 6 MN1s, 13 MN2s, 18 MN3s and 6 MNSNs.





# ARDUOUS SEA DUTY

(Home Port or Base)

## OVERSEAS LOCATIONS

RATING		Boston, Mass.*	New London, Conn.*	Newport, R.I.*	New York, N.Y.*	Philadelphia, Pa.*	Washington, D.C.*	Norfolk, Va.*	Charleston, S.C.*	Jacksonville, Fla.*	Brunswick, Me.*	New Orleans, La.*	Miami, Fla.	Overseas, Atlantic	Overseas, Pacific	Seattle, Wash.*	San Francisco, Calif.*	Long Beach, Calif.*	San Diego, Calif.*	Pearl Harbor, Hawaii*	Misc. Arduous Sea	Pacific						Asia			Arctic Area	British Isles	
																						Japan	Ryuku Is.	Philippines	Taiwan (Formosa)	(Guam) Marianas	Midway Is.	Korea	S.E. Asia				
OM1				2				2	3					4	4		2	5	7														
OM2				2				2	3	0				3	5		3	5	11					0									
OM3				4				4	3	0				11	7		4	8	17					1									
OMSN/SA				0				0	1	0				1	0		0	0	0					0									
RMC	10	46	51	5	3	3	152	50	29	0	3	11	11	27	8	42	76	156	70	0	1	1	59	1	38	4	0	23	19	22			
RM1	25	63	123	8	7	7	437	118	80	1	11	23	67	120	17	85	277	421	139	2	6	8	93	4	129	10	1	51	26	31			
RM2	35	90	193	4	2	20	578	145	117	4	7	27	83	175	29	124	407	595	205	7	4	15	150	21	102	22	0	84	67	59			
RM3	46	93	188	8	3	25	738	200	125	8	14	25	76	302	29	154	513	689	207	5	4	25	130	12	120	22	2	96	98	50			
RMSN/SA	22	6	169	2	2	2	490	49	105	0	2	13	20	115	19	86	250	408	142	2	0	13	4	3	34	0	0	36	23	15			
CTC						0	24						13	5	0			0		14	1	62	92	17	84	12		0	12	42			
CT1						0	97						16	20	1			3		64	2	91	140	24	120	19		3	21	68			
CT2						7	108						22	28	1			0		70	4	119	180	29	149	23		4	24	86			
CT3						0	128						26	35	1			0		79	6	139	216	36	180	26		0	33	101			
CTSN/SA						0	29						7	6	1			0		20	2	35	55	10	46	7		0	8	26			
YNC	3	0	51	0	3	2	123	15	43	2	2	1	6	19	7	23	71	124	23	0	2	2	14	7	8	1	4	38	3	2			
YN1	9	59	57	5	3	6	155	62	47	3	3	15	27	58	10	83	63	171	76	3	6	6	26	17	18	2	5	85	12	2			
YN2	14	39	90	9	11	7	246	96	64	5	14	5	39	117	20	59	153	278	89	3	11	15	39	12	29	2	16	147	16	1			
YN3	19	21	131	11	8	10	330	41	101	8	8	11	41	95	28	132	170	339	54	8	16	14	50	11	33	2	13	117	14	2			
YNSN/SA	1	0	0	0	3	0	18	4	7	0	0	0	2	5	1	15	6	23	10	0	2	3	7	1	4	0	0	30	0	0			
CYN3	15	0	16	0	0	1	162	3	17	0	4	0	14	31	7	28	88	118	3	0	8	14	164	19	168	13	4	16	15	19			
CYNSN/SA	21	0	20	1	0	0	205	5	46	0	6	0	16	68	19	69	116	147	9	0	4	13	28	0	36	10	0	42	8	10			
PNC	1	0	4	0	2	3	41	0	7	3	1	0	2	6	2	4	5	36	0	1	4	3	10	3	5	1	0	5	1	0			
PN1	6	0	66	2	5	3	115	16	58	5	4	3	9	24	12	43	69	131	33	1	4	4	18	3	9	1	0	12	1	3			
PN2	6	0	32	1	4	6	108	5	53	5	3	1	12	21	22	77	58	89	14	2	7	8	14	5	11	1	1	20	4	2			
PN3	9	3	65	8	10	3	190	7	67	7	6	2	17	46	23	107	87	175	47	6	10	7	23	6	18	3	1	26	3	0			
PNSN/SA	0	0	0	0	1	0	11	2	2	0	0	0	0	1	2	5	7	30	4	0	1	1	5	0	1	0	0	2	0	0			
DPC	0		0				4	1	1				1	2	0	0	0	1		0	1		3		2			0	0				
DP1	1		3				21	1	5				3	5	3	7	10	16		1	1		3		6			2	0				
DP2	1		3				29	3	5				8	8	3	8	10	16		1	2		2		2			3	0				
DP3	1		3				24	3	4				7	7	1	5	10	13		3	3		12		2			0	1				
DPSN/SA	4		10				46	7	13				20	16	4	19	34	43		6	0		0		5			0	0				
SKC	5	0	60	4	3	2	112	18	29			3	1	14	24	5	34	76	105	26	3	4	5	26	12	10	6	3	85	11	3		
SK1	14	32	127	6	7	1	267	103	68			2	8	51	107	15	90	178	251	94	8	2	12	49	21	19	7	5	129	15	4		
SK2	19	31	100	5	2	2	326	66	64			8	15	55	142	23	134	207	342	80	15	2	17	72	20	25	11	7	169	25	3		
SK3	27	29	164	6	3	0	445	97	76			15	7	95	142	28	185	273	427	100	23	4	13	80	11	40	14	2	192	30	3		
SKSN/SA	5	0	1	2	0	0	40	35	1			5	0	18	19	2	13	52	27	7	1	0	5	7	0	2	0	0	372	0	0		
DKC	2		1	0	0	0	14	0	3	0	1	0	1	1	1	5	8	12	0	0	0	1	4	2	4	0	0	5	1	1			
DK1	5		55	2	2	0	76	17	42	0	4	4	5	16	4	14	57	96	31	1	2	1	8	5	4	2	1	12	2	2			
DK2	5		34	3	3	4	87	5	18	5	2	0	7	21	11	44	45	77	13	0	2	2	4	2	3	1	1	19	3	1			
DK3	5		21	0	1	1	42	3	12	0	4	0	9	7	6	19	41	46	2	2	1	2	13	5	14	1	0	18	5	4			
DKSN/SA	0		0	0	0	0	1	0	0	0	0	0	0	0	0	5	4	5	0	0	0	1	0	0	0	0	0	5	0	0			
CSC	6	24	54	3	1	0	95	52	30	0	3	3	9	17	3	33	57	93	46	0	1	1	7	1	9	3	1	14	4	3			
CS1	18	62	99	7	7	0	272	99	60	2	14	18	25	70	21	80	172	294	113	4	3	5	15	7	26	6	1	40	11	1			
CS2	26	63	158	5	5	3	428	95	104	5	14	17	35	91	30	131	247	440	119	11	4	3	44	0	38	10	1	126	21	2			
CS3	34	63	177	9	9	3	512	116	114	5	24	18	40	96	46	191	322	516	134	5	3	9	47	5	50	10	0	64	21	0			
CSN/SA	3	0	0	0	0	0	21	3	0	0	0	0	6	5	3	9	12	14	4	1	0	3	1	0	3	0	0	29	0	0			
SHC	0		0	6	0		11	1	1			0	0	1	13	0	3	5	12	0	0							5	2	4			
SH1	8		74	5	3		163	22	39			6	4	15	31	10	50	101	147	39	0						7	4	7				

# DUTY

(COUNTS AS SEA DUTY)

NEUTRAL TIME  
(Home Port or Base)

Europe		North Atlantic	Middle East	Africa	Mediterranean Area	Americas		Alaska	Caribbean		Boston, Mass.*	New London, Conn.*	Newport, R.I.*	New York, N.Y.*	Philadelphia, Pa.*	Washington, D.C.*	Norfolk, Va.*	Charleston, S.C.*	Jacksonville, Fla.*	Brunswick, Me.*	New Orleans, La.*	Miami, Fla.*	Chicago, Ill.*	Overseas, Atlantic	Overseas, Pacific	Seattle, Wash.*	San Francisco, Calif.*	Long Beach, Calif.*	San Diego, Calif.*	Pearl Harbor, Hawaii*	Misc. Neutral Time	RATING	
Spain	Others, Europe					Canada	Central America		South America	Bahamas																							Gtmo (Cuba)
7	2	1	2	54	1	7		1	16	3	16	4	1																			OM1	
20	7	1	3	60	3	13		0	44	6	25	11	7																			OM2	
44	11	3	2	111	6	27		0	78	10	32	9	12																			OM3	
29	7	6	6	69	4	27		0	77	16	26	22	9																			OMSN/SA	
8	1	3	0	35	0	0		0	29	0	18	0	5																			RMC	
1		7	11	21	51	16			60	15																						CTC	
2		11	14	32	82	27			90	22																						CT1	
3		13	20	41	99	33			115	27																						CT2	
3		16	24	50	120	40			135	31																						CT3	
1		4	6	12	31	11			37	9																						CTSN/SA	
3	0	1	3	7	10	0	1	8	7	0	5	3	2																			YNC	
1	1	0	1	9	15	6	5	0	15	3	14	7	7																			YN1	
2	0	1	3	5	9	2	8	0	16	0	18	1	5																			YN2	
2	0	0	1	0	5	3	10	0	18	4	32	6	9																			YN3	
0	0	0	0	0	2	0	0	0	8	0	1	0	1																			YNSN/SA	
4	0	0	11	0	64	4	40	0	30	10	11	3	8																			CYN3	
30	0	0	3	0	27	4	13	0	12	10	26	2	9																			CYNSN/SA	
0		0	0	1	2	0	1		2	0	3	0	0																			PNC	
0		0	2	0	2	2	2		9	0	5	0	1																			PN1	
1		1	0	1	1	1	4		7	3	7	3	2																			PN2	
1		0	0	1	4	5	2		11	0	14	1	2																			PN3	
1		0	0	0	3	0	0		2	0	0	0	1																			PNSN/SA	
									2																								DPC
									2	3																							DP1
									1	6	0																						DP2
									0	5	1																						DP3
									0	0	0																						DPSN/SA
3	1	1	0	6	5	3	10	4	9	0	7	3	1	0																		SKC	
3	0	0	0	3	8	2	12	0	19	1	18	1	4	0																		SK1	
1	1	1	3	0	14	6	17	0	27	3	24	3	5	0																		SK2	
2	0	0	1	0	15	8	9	0	39	6	24	6	8	2																		SK3	
0	0	0	0	0	6	0	0	0	5	0	2	0	0	0																		SKSN/SA	
0		0	0	2	2	1			2	0	2	0	0																				DKC
1		0	1	6	0	2			4	0	4	2	1																				DK1
0		1	1	4	1	2			3	3	2	2	0																				DK2
0		0	0	1	2	2			4	0	6	1	0																				DK3
0		0	0	0	0	0			1	0	0	0	0																				DKSN/SA
1				5	3	1			12	0	5	2	3	0																			CSC
1				9	5	6			16	3	14	3	7	0																			CS1
2				11	5	9			23	3	20	4	15	0																			CS2
0				12	6	20			30	6	30	5	11	2																			CS3
0				1	0	0			4	0	0	0	3	0																			CSSN/SA
0				4	4	3			8	0	3	0	1																				SHC
1				3	2	6			11	3	7	2	3																				SH1

# ARDUOUS SEA DUTY

(Home Port or Base)

# OVERSEAS LOCATIONS



RATING

	Boston, Mass.*	New London, Conn.*	Newport, R.I.*	New York, N.Y.*	Philadelphia, Pa.*	Washington, D.C.*	Norfolk, Va.*	Charleston, S.C.*	Jacksonville, Fla.*	Brunswick, Me.*	New Orleans, La.*	Miami, Fla.	Overseas, Atlantic	Overseas, Pacific	Seattle, Wash.*	San Francisco, Calif.*	Long Beach, Calif.*	San Diego, Calif.*	Pearl Harbor, Hawaii*	Misc. Arduous Sea	Pacific					Asia		Arctic Area	British Isles		
																					Japan	Ryuku Is.	Philippines	Taiwan (Formosa)	(Guam) Marianas	Midway Is.	Korea			S.E. Asia	
15	26	0		75	9	1		246	26	53		6	3	24	54	18	89	144	245	37	3		0	8	7	4	8		13	6	4
54	26	105	17	3	3		385	42	77		12	1	42	95	29	164	245	406	59	5		0	0	7	0	7	11		23	4	3
0	0		1			1	0		0		0		1	0	0	3	0	3				0	1	0	0	0		7	1		
0	0		0			1	7		1		0		0	4	1	0	0	4				1	3	3	1	1		8	2		
3	1	10				1	10		2		2	3	4	0	4	13	6					1	1	0	1	0		8	3		
0	0	0				2	5		4		0	1	0	2	4	4	8					1	2	3	1	0		3	3		
0	0						0		0		0		0	1	0	0	0	0				1	0	0	0	0		4	0		
0	0		0	0	0	1	3	0	2		0	0	0	2	1	4	0	4	0	0	0	1	6	0	0	1	0	0	0	0	0
4	4		9	0	0	0	8	2	3		1	0	4	6	2	7	12	11	0	0	0	2	4	0	2	0	0	7	1	0	
6	0	70	2	1	0	0	35	7	10		1	0	4	7	3	11	19	36	4	0	1	2	16	0	3	1	1	5	1	3	
0	0	0	0	0	0	0	109	14	25		3	3	11	29	4	31	79	99	35	1	1	3	16	1	2	1	0	9	2	0	
0	0						10	0	2		0	0	1	0	0	2	6	10	0	0	0	1	17	0	1	0	0	1	0	0	
0	1	2					5	1	0		0		0	0	0	0	3	6	0			0					1	0	0		
1	0	0					10	2	3		1		2	3	2	6	10	15	2			0					0	1	1		
2	2	3					17	2	4		2		6	6	1	10	9	22	0			0					0	1	1		
0							1	0	0		0		0	0	0	0	2	0	0			0					0	0	0		
			0		0		0	0	0				0	0	0	0	0	0	0			1	0	0	0	0		0	0		
			1		1		5	1	0				3	1	0	1	1	3	0			0	0	1	0	2	1		3	0	
			0		1		19	1	2				0	3	1	4	3	18	3			0	1	1	4	0		5	1		
			0		0		14	0	0				1	1	0	2	0	12	3			0	2	2	1	0		2	2		
							0	0	0				0	0	0	0	0	0	0			0	0	0	0	0		0	0		
			1				2						0	0											0						
			2				16						4	3											3						
			5				34						8	6											6						
			5				38						10	7											7						
			0				0						0	0											0						
17	54	61	102	4	2	1	240	100	71		5	2	10	34	14	102	193	236	92	0	0	0	5	2	3	1	1	2	1		
83	226	277	12	8	2		676	321	192		20	15	42	84	37	254	467	643	281	10	1	1	7	1	5	1	2	5	2		
101	275	354	16	10	1		947	421	260		24	6	66	114	61	371	673	894	357	12	3	1	8	2	5	3	0	12	1		
3	258	503	26	14	1		1259	417	350		48	18	54	142	92	504	939	1151	377	7	4	0	8	0	3	1	0	11	0		
	0	0	0	0	0		47	5	2		0	0	11	14	1	17	12	39	2	1	5	0	4	0	0	0	0	0	0		
3	35	9	4	5	1		125	36	6		1	21	16	58	7	15	30	143	68	4	0	0	6	2	5	2	1	29	0	1	
13	75	105	7	6	1		359	104	50		8	53	46	161	13	47	164	425	206	5	1	6	54	0	16	5	4	91	5	1	
16	140	39	9	8	6		506	212	22		17	68	66	211	17	83	232	680	269	6	3	7	52	0	15	2	0	166	3	1	
22	124	78	12	9	1		657	215	57		19	64	68	360	25	102	306	810	324	12	3	4	63	0	24	1	0	255	1	1	
1	0	1	1	0	0		30	10	4		0	0	13	13	0	6	4	22	0	0	0	0	9	0	0	0	0	34	0	0	
1	0	3	0	0			25	3	1		1	0	4	6	1	5	22	31	0		0	0	0		1	1	0	1	1		
3	3	63	3	2			86	24	26		3	4	16	28	4	18	83	134	33		1	1	4		2	1	1	7	0		
3	0	19	2	0			54	14	9		1	0	29	22	5	44	55	105	4		0	0	3		2	2	0	20	2		
3	0	41	1	0			104	15	15		4	0	25	31	7	32	109	133	13		0	1	1		0	1	0	8	0		
0	0	0	0	0			0	4	0		0	0	7	4	0	0	0	1	0		0	0	1		0	0	0	0	0		
10		62	4	2	1		158	18	42		5	1	5	16	9	41	92	149	40			1	4	1	0	0	1	3	0		
27		159	8	6	1		344	48	118		16	3	15	38	21	116	241	328	67			0	1	1	1	0	0	2	1		
45		292	12	12	0		628	75	203		24	7	34	97	38	184	509	695	160			0	1	3	0	1	0	3	3		
86		568	17	10	0		1125	165	384		43	11	43	138	71	253	859	1190	253			0	1	0	8	1	0	3	1		
9		72	0	0	0		136	28	42		0	2	5	21	2	5	83	138	34			0	0	0	0	0	0	0	0		
2		1	0	0			8	0	3		1		1	2	1	6	6	11	0						1					0	



Europe			Americas			Caribbean			Other Regions																		Rating									
Greece	Spain	Others, Europe	North Atlantic	Middle East	Africa	Mediterranean Area	Canada	Central America	South America	Alaska	Bahamas	Guimo (Cuba)	Others, Caribbean	Others, Overseas	Boston, Mass.*	New London, Conn.*	Newport, R.I.*	New York, N.Y.*	Philadelphia, Pa.*	Washington, D.C.*	Norfolk, Va.*	Charleston, S.C.*	Jacksonville, Fla.*	Brunswick, Me.*	New Orleans, La.*	Miami, Fla.*	Chicago, Ill.*	Overseas, Atlantic	Overseas, Pacific	Seattle, Wash.*	San Francisco, Calif.*	Long Beach, Calif.*	San Diego, Calif.*	Pearl Harbor, Hawaii*	Misc. Neutral Time	
0	0	0	0	0	0	6	0	3		18	4	5	5	1		6	13				16	18	5			6	0							1	12	SH2
0	0	0	0	0	0	10	3	4		39	3	5	2	5		10	17				27	27	5			10	1							1	20	SH3
0	0	0	0	0	0	0	0	0		2	0	0	0	0		0	0				0	0	0			0	0							0	0	SHSN/SA
0	0	0	0	0	0	0	0	1		1		2	0	1						0	0													1		JOC
1	0	0	0	0	0	0	1	0		3		1	1	0						1	1												1		JO1	
0	0	0	0	0	0	1	0	0		2		5	0	0						1	0												0		JO2	
0	0	0	0	0	0	0	1	0		1		0	0	0						0	0												2		JO3	
						0	0	0				0	0	0						0													0		JOSN/SA	
						0	0	1		1	0	1	0	0		0	0			0	0	0	0				0						0	0	PCC	
						1	1	1		2	0	3	0	1		1	1			3	2	0				1							0	2	PC1	
						1	1	1		5	0	6	0	0		0	2			1	2	1				0							1	0	PC2	
						3	1	3		4	4	8	3	0		1	2			3	5	1				1							0	2	PC3	
						0	0	0		1	0	7	0	0		0	1			1	0	0				0							0	0	PCSN/SA	
						0	0			0		0				0	2			1	1	1				0								0	0	LIC
						1	1	1		1	0	1	1			1	3			4	3	1				1							0	2	LI1	
						0	0	0		0		1	1			1	0			2	2	0				1							1	2	LI2	
						0	0	0		2		0				1	3			4	4	1				1							0	3	LI3	
						0	0	0				0				0	0			0	0	0				0							0	0	LISN/SA	
						0	1	0		0			0			0	0			0	0				0								0		DMC	
						0	0	0		2						2				1	2				1								2		DM1	
						0	0	1		0			0			0	3			5	0				0								0		DM2	
						0	1	1		1		1	1			1	0			2	1				1								3		DM3	
						0	0			0		0	0			0	0			0	0				0								0		DMSN/SA	
								1		1		0								1															MUC	
								2		2		4								5															MU1	
								5		5		6								11															MU2	
								5		5		6								12															MU3	
								0		0		0								0															MUSN/SA	
1	1	0	0	0	0	1	1	0	2	3	12		0		3	10	2	2	2	14	10	3			2	2	2	2	3	3	2	2	18	2	MMC	
1	0	0	0	0	0	3	1	2	0	3	8		5		7	24	4	4	4	36	20	6			4	5	2	2	2	6	4	7	10	0	MM1	
0	0	0	0	0	0	3	3	2	0	1	13		1		13	38	3	3	2	58	42	10			3	12	4	0	0	5	4	6	24	0	MM2	
0	0	0	0	2		1	1	0	0	1	11		0		10	56	3	3	2	70	40	17			3	9	4	0	0	5	4	11	18	0	MM3	
0						0	0	0	0	2	0		0		0	3	0	0	0	8	3	0			0	0	0							0	0	MMFN/FA
3	2	1	1	2	4	0	0	3	1	6	0	5	0	2	0	6	5	1	1	10	19	1	1	1	6	5	3	3	1	0	0	1	27	2	ENC	
4	0	0	2	0	0	1	9	1	0	13	3	13	16	0	14	10	0	2	1	27	39	2	1	2	14	6	1	2	0	1	2	34	1	0	EN1	
2	0	0	1	0	0	5	2	3	0	8	3	14	2	16	17	15	4	5	2	30	69	3	2	3	18	10	0	3	1	1	3	4	1	0	EN2	
2	0	0	1	0	0	12	0	8	0	19	7	15	4	12	0	20	17	0	3	39	50	2	3	3	20	5	0	2	0	0	4	46	0	0	EN3	
0	0	0	0	0	2	0	0	0	0	1	2	0	2	0	6	0	0	0	0	6	13	0	0	0	6	0	0	0	0	0	0	16	0	0	ENFN/FA	



ARDUOUS SEA DUTY  
(Home Port or Base)

## OVERSEAS LOCATIONS

RATING	Boston, Mass.*	New London, Conn.*	Newport, R.I.*	New York, N.Y.*	Philadelphia, Pa.*	Washington, D.C.*	Norfolk, Va.*	Charleston, S.C.*	Jacksonville, Fla.*	Brunswick, Me.*	New Orleans, La.*	Miami, Fla.	Overseas, Atlantic	Overseas, Pacific	Seattle, Wash.*	San Francisco, Calif.*	Long Beach, Calif.*	San Diego, Calif.*	Pearl Harbor, Hawaii*	Misc. Arduous Sea	Pacific						Asia		Arctic Area	British Isles
																					Japan	Ryuku Is.	Philippines	Taiwan (Formosa)	(Guam) Marianas	Midway Is.	Korea	S.E. Asia		
BR1	2		6	3	2		36	5	5		3		3	4	4	26	21	36	3						0				1	
EMC	8	68	44	3	3	0	166	88	37		9	24	14	33	10	40	114	153	102	1	0									
EM1	32	122	117	7	8	1	381	172	88		14	33	37	104	23	104	254	420	183	2	3	3	16	0	11	2	1	15	0	0
EM2	48	126	155	10	7	4	559	204	130		21	36	62	122	40	195	420	575	200	6	0	2	39	0	16	3	0	73	1	1
EM3	63	163	209	21	8	4	883	252	203		35	53	68	171	72	287	551	843	276	1	1	1	15	0	14	3	0	58	6	0
EMFN/FA	3	0	1	0	0	0	52	9	3		0	1	11	18	0	15	2	25	6	0	1	0	2	0	1	0	0	12	0	0
ICC	3	26	3	0	0	0	18	30	4		1	0	3	3	3	11	18	20	13	0			0	1	2			1	0	
IC1	15	67	62	3	4	1	168	72	42		5	13	14	23	10	51	102	191	88	1			1	0	2			2	2	
IC2	26	97	80	6	3	0	273	149	61		13	17	24	58	17	85	183	265	141	2			4	0	2			5	2	
IC3	28	96	51	4	0	0	254	114	62		10	11	28	22	22	121	161	251	84	0			1	0	3			0	3	
ICFN/FA	7	0	40	2	0	0	112	13	36		3	3	3	16	7	23	59	95	30	0			0	0	0			0	0	
SFC	8	0	46	0	0		116	25	26		2	1	24	25	3	29	74	138	24				7	1	3	1		5		
SF1	12	3	86	8	4		231	47	43		7	7	52	75	10	75	170	287	67			1	10	1	11	3		14		
SFM2	12	3	45	3	1	1	173	34	23		3	3	50	46	9	60	121	221	40				7		8	1		28		
SFM3	12	0	42	1	1	0	214	27	26		6	1	46	62	14	87	143	269	38				6		6	0		12		
SFMFN/FA	2	0	6	0	0	0	24	0	3		0	0	8	5	0	5	17	9	1				0		0	0		0		
SFP2	11	1	85	4	2	1	216	24	39		6	3	17	45	9	58	157	253	40				6		4	1		14	1	
SFP3	9	3	33	3	1	0	181	43	27		10	2	41	41	13	78	157	181	11				9		5	3		7	0	
SFPFN/FA	2	0	0	0	0	0	9	4	2		0	0	6	5	0	2	8	7	0				0		0	0		0	0	
DCC	0	0	0	0	0		12	2	5		0	0	1	4	3	12	7	17	2						8	0	2	10	1	1
DC1	8	0	58	4	3		145	47	36		9	3	16	28	7	50	137	146	43			3	15		9	3	0	11	0	0
DC2	13	4	28	3	2		175	25	29		4	4	29	49	14	70	95	199	46			2	16		11	3	0	46	0	1
DC3	11	0	52	2	0		208	27	45		5	1	20	42	17	82	123	204	23			1	4		7	2	0	63	2	1
DCFN/FA	0	0	0	0	0		2	0	1		0	0	2	3	0	1	4	2	0			0	1		4	0	0	1	0	0
PMC			0				0	0					0	0		1	0	3							0					
PM1			2				2	1					2	2		1	4	6							1					
PM2			2				2	1					2	2		2	4	5							0					
PM3			2				2	0					2	2		2	4	9							0					
PMFN/FA			0				0	0					0	0		0	0	1							0					
MLC			2				2	0					0	0		0	3	3							1		0			
ML1			0				0	1					2	2		2	1	6							0		1			
ML2			2				2	1					2	2		2	4	6							0		0			
ML3			2				2	0					4	4		3	4	9							0		0			
MLFN/FA			0				0	0					0	0		0	0	0							0		0			
EAC		8					0				1						8		2									5		
EA1		16					1				2						15		4							1		11		
EAD2		17									2		1	0			28	0	2				0					7		0
EAD3		16									2		1	2			14	2	0				1				2		1	
EADCN/CP		0									0		0	0			0	0	0				0				0		0	
EAS2		16									2						14		4				1	1		0		8		
EAS3		17									2						14		8				1	0		1		4		
EASCN/CP		0									0						0		0				0	0		0		1		
CEC		27					0				3		1	0			22	0		0	1	3		1	0	2	0	12	3	0
CE1		50					2				6		7	1			60	1		1	1	4		2	1	5	1	21	5	3
CEP2		26									3		2	1			35	1		0	1	1	0		1	6		24	4	1



**NEUTRAL TIME**  
(Home Port or Base)





# ARDUOUS SEA DUTY

(Home Port or Base)

# OVERSEAS LOCATIONS

RATING	Boston, Mass.*	New London, Conn.*	Newport, R.I.*	New York, N.Y.*	Philadelphia, Pa.*	Washington, D.C.*	Norfolk, Va.*	Charleston, S.C.*	Jacksonville, Fla.*	Brunswick, Me.*	New Orleans, La.*	Miami, Fla.	Overseas, Atlantic	Overseas, Pacific	Seattle, Wash.*	San Francisco, Calif.*	Long Beach, Calif.*	San Diego, Calif.*	Pearl Harbor, Hawaii*	Misc. Arduous Sea	Pacific							Asia			Arctic Area	British Isles
																					Japan	Ryuku Is.	Philippines	Taiwan (Formosa)	(Guam) Marianas	Midway Is.	Korea	S.E. Asia				
CEP3		51									6	3	0				42	0		1	2	1	2		1	7			13	6	0	
CEPCN/CP		1									0	0	0				0	0		0	0	0	0		0	0			0	0	0	
CES2		16									2	1					14					1				2			18	2		
CES3		15									2	0					14					1				3			7	0		
CEPCN/CP		0									0	0					0					1				0			40	0		
CET2		24					0				3	1	3				21	3					0			1	2		18	1		
CET3		24					1				3	1	2				21	2					1			1	0		9	0		
CETCN/CP		0					0				0	0	0				0	0					0			0	0		0	0		
CEW2		40					1				5	2					35			0		0	0			1			11	2		
CEW3		65					2				8	2					56			1		2	1			2			5	3		
CEWCN/CP		1					0				0	0					0			0		0	0			0			0	0		
ROC		58					4				7	2	1				64	2		0	1	3	2	1	1	1	1		11	0	0	
EO1		162					9				20	8	3				140	2		1	1	7	3	3	4	1	0		16	3	1	
EOH2		145					2				18	4	6				127	4		2	1	4	12	10	1	2			136	2		
EOH3		210					5				26	0	2				182	2		1	0	12	13	0	13	3			81	1		
EOHCN/CP		4					0				0	0	0				0	0		0	0	8	0	0	0	0			65	0		
EON2		210					7				26	6	7				196	9		0		2	0		2	2			66			
EON3		242					8				30	11	14				210	14		2		3	2		2	4			83			
EONCN/CP		4					0				0	0	0				0	0		0		3	0		0	0			11			
CMC		34					2				4	3	1				29	1	0	0	0	2	0	2		6	1		9	1	0	
CM1		81					9				10	6	2				86	2	2	1	1	3	1	7	1	8	0		21	6	1	
CMA2		80					9	1			10	4	2				71	3	0	2		3	3	6	0	2			49	5	0	
CMA3		97					12	0			12	4	4				84	4	2	3		2	0	1	2	3			43	5	1	
CMACN/CP		0					0	0			0	0	0				0	0	0	0		0	0	0	0	0			53	0	0	
CMH2		81					5				10	6	8				84	8		1	1	0			2	6			20	1	1	
CMH3		112					7				14	4	2				98	2		0	1	2			0	10			14	1	0	
CMHCN/CP		0					0				0	0	0				0	0		0	0	0			0	0			0	0	0	
BUC		90					0				11	3	0				78	0		1	2	2	1	1	0	3	1		13	0	3	
BU1		163					1				20	1	1				156	1		1	1	4	1	4	1	4	1		36	2	1	
BUL2		128									16	6	2				126	2		1		6		4	4	3			29	3		
BUL3		206									25	4	1				175	1		1		3		1	1	7			27	3		
BULCN/CP		4									0	0	0				0	0		0		1		0	0	0			0	0		
BUH2		116					1				14						98			0	1				0	2			27			
BUH3		114					2				14						98			1	0				2	2			15			
BUHCN/CP		5					0				0						0			0	0				0	0			40			
BUR2		88									11						77												11			
BUR3		112									14						98												5			
BURCN/CP		2									0						0												0			
SWC		28					1				3		1				22	1				0				1			7	1		
SW1		58					3				7		2				51	2				1				2			8	1		
SWE2		52					4				6		2				42	4				1				0			9	1		
SWE3		62					5				7		2				49	2				2				1			5	1		
SWECN/CP		10					0				0		0				0	0				0				0			20	0		

**(COUNTS AS SEA DUTY)**

**isc. Neutral Time**



# **ARDUOUS SEA DUTY** (Home Port or Base)

## **OVERSEAS LOCATIONS**

RATING	Boston, Mass.*	New London, Conn.*	Newport, R.I.*	New York, N.Y.*	Philadelphia, Pa.*	Washington, D.C.*	Norfolk, Va.*	Charleston, S.C.*	Jacksonville, Fla.*	Brunswick, Me.*	New Orleans, La.*	Miami, Fla.	Overseas, Atlantic	Overseas, Pacific	Seattle, Wash.*	San Francisco, Calif.*	Long Beach, Calif.*	San Diego, Calif.*	Pearl Harbor, Hawaii*	Misc. Arduous Sea	Pacific						Asia		Arctic Area	British Isles
																					Japan	Ryuku Is.	Philippines	Taiwan (Formosa)	(Guam) Marianas	Midway Is.	Korea	S.E. Asia		
SWF2			39				3				4		2	3			49	3		0	1								17	
SWF3			51				6				7		0	1			42	3		1	0								7	
SWFCN/CP			6				0				0		0	0			0	0		0	0								0	
UTC			17								2		2				15			0	1	1	1	1	2	2	0	10	1	
UT1			51								6		3				58			1	0	5	0	4	1	5	1	17	4	3
UTA2			16								2		1	2			14	2				1	2					16	1	
UTA3			16								2		0	0			14	0				2	0					10	2	
UTACN/CP			0								0		0	0			0	0				1	0					0	0	
UTB2			17								2		2				14												7	1
UTB3			17								2		1				14				0								1	0
UTBCN/CP			1								0		0				0				0							40	0	
UTP2			43								5		4				39			1		1	0	2	2	4		11	2	
UTP3			56								7		3				45			0		1	2	0	0	6		11	2	
UTPCN/CP			1								0		0				0			0		1	0	0	0	0		0	0	
UTW2			16				1				2		4	2			14	2					1					42	1	
UTW3			24				2				3		2	2			21	2					2			4		22	0	
UTWCN/CP			0				0				0		0	0			0	0					0			0		0	0	
ADRC	1	16		4	10	27			12	6	0		7	1	14	20	6	37	0		22	6	10	2	18	3	1	3	5	
ADR1	1	42		11	16	66			26	14	1		29	1	36	101	2	80	1		33	6	14	1	33	1	1	3	5	
ADR2	1	48		24	20	90			40	22	1		28	1	48	72	4	115	0		53	7	18	1	40	5	0	3	8	
ADR3	0	72		14	22	129			56	36	1		18	0	86	68	6	211	2		65	10	21	0	56	5	0	1	12	
ADRAN/AA	2	22		5	4	44			18	14	0		7	0	32	28	6	83	1		64	3	18	0	24	1	0	0	8	
ADJC	0	11		4	17	48	0	68	12			0	3	7	22	84	0	66	16	2	9	2	4		9	0			0	
ADJ1	3	70		32	32	143	7	133	28			1	18	23	61	125	29	185	38	5	20	9	19		13	2			1	
ADJ2	0	42		61	41	185	0	209	44			0	15	26	86	253	2	244	48	8	23	8	29		16	2			2	
ADJ3	1	57		83	73	301	0	311	77			0	4	46	79	281	6	391	59	12	37	8	36		20	1			2	
ADJAN/AA	0	18		37	21	110	0	144	27			0	3	19	57	175	2	182	40	4	34	2	16		11	0			2	
ATC	0	19		3	20	51		55	18	0			4	5	25	61	1	90	15	2	24	3	7	0	11	1		0	2	
AT1	1	53		16	27	130		143	32	1			8	7	70	133	4	191	37	5	60	10	20	2	33	3		2	6	
ATW2																														
ATW3																														
ATWAN/AA																														
ATR2		40		10	19	106		141	27				6	6	58	113	0	161	26	2	31	9	7		48				1	3
ATR3		54		14	25	138		172	36				6	6	62	136	2	224	33	5	37	8	11		60				1	2
ATRAN/AA		13		6	4	43		55	11				3	6	23	50	3	68	11	1	35	3	1		35				0	2
ATN2	3	96		30	28	141	7	112	22	2	1	7	14	57	134	31	201	41	6	30	13	24		36	2	0				6
ATN3	0	68		37	25	158	0	144	38	0	0	8	7	75	201	0	238	41	10	46	11	17		42	2	1				4
ATNAN/AA	0	21		12	10	61	0	64	15	0	0	3	4	25	75	0	115	11	4	34	1	6		18	0	0				4
AXC	1	22		0	6	16		10	14				3	1	12	16	4	40	16		0	1	2	1						1
AX1	0	41		2	19	35		27	34				9	0	32	26	4	88	23		2	2	3	0						1
AX2	0	67		4	28	48		38	47				10	0	44	47	0	153	44		3	4	4	0						1
AX3	0	100		6	46	72		61	75				15	0	66	68	0	223	64		2	1	2	0						0
AXAN/AA	0	25		0	9	22		15	21				6	0	28	18	0	81	17		0	2	0	0						0
AOC	0	6		1	6	41	1	46	10	0			2	5	15	52	4	45	9	2	0	1	4	0	2	1		0	1	
AO1	2	12		3	9	81	1	83	15	2			3	12	43	136	16	124	13	4	2	5	12	0	3	2		0	3	
AO2	3	14		7	16	136	2	159	25	3			6	13	69	266	24	171	31	6	5	6	15	1	8	0		1	4	
AO3	4	32		6	25	251	2	263	44	4			10	17	118	402	32	315	31	9	8	5	23	0	5	1		0	3	
AOAN/AA	3	10		0	10	216	0	157	17	0			4	12	82	188	12	187	13	3	4	1	12	0	1	0		0	5	
AQC							29		21						6	7	3		32		2	2		0		1				
AQ1							77		44						11	37	12		58		4	4		3		2				

Prepared by ALL HANDS Magazine



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**NEUTRAL TIME**  
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# ARDUOUS SEA DUTY

(Home Port or Base)

## OVERSEAS LOCATIONS



RATING																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					
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(COUNTS AS SEA DUTY)	NEUTRAL TIME (Home Port or Base)
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II. TABLE 9 OF 9

SEA

# ARDUOUS SEA DUTY (Home Port or Base)

## OVERSEAS LOCATIONS


RATING	Boston, Mass.*	New London, Conn.*	Newport, R.I.*	New York, N.Y.*	Philadelphia, Pa.*	Washington, D.C.*	Norfolk, Va.*	Charleston, S.C.*	Jacksonville, Fla.*	Baltimore, Me.*	New Orleans, La.*	Miami, Fla.	Overseas, Atlantic	Overseas, Pacific	Seattle, Wash.*	San Francisco, Calif.*	Long Beach, Calif.*	San Diego, Calif.*	Pearl Harbor, Hawaii*	Misc. Arduous Sea	OVERSEAS LOCATIONS									
																					Pacific					Asia				
																					Japan	Ryuku Is.	Philippines	Taiwan (Formosa)	(Guam) Marianas	Midway Is.	Korea	S.E. Asia	Arctic Area	British Isles
AG3	6		8	0	2	0	43		17		3	2	4	21	9	16	19	33	2			6	20	0	36	4		2	16	1
AGAN/AA	1		0	0	0	0	11		6		0	0	0	0	3	12	2	12	0			0	5	0	4	0		0	0	0
TDC	0						0							0				0											0	
TD1	0						0							0				0											1	
TD2	1						2							1				1											0	
TD3	0						0							0				0											0	
TDAN/AA	0						0							0				0											1	
AKC	0		1		2	3	13		14	3	0		0	2	2	5	0	13	0	0	3	4	7	0	6	0		0	3	
AK1	1		13		2	3	51		42	5	1		3	4	14	47	6	56	4	1	7	5	7	0	4	1		2	5	
AK2	3		14		3	8	63		58	8	2		3	4	26	69	15	72	7	2	16	7	26	0	9	2		1	7	
AK3	5		25		14	10	97		69	13	3		5	11	29	80	30	127	9	3	18	9	24	1	16	1		2	12	
AKAN/AA	0		0		0	1	2		1	0	0		0	0	2	16	2	14	11	0	7	14	13	0	2	0		0	0	
AZC	0		4		1	0	5		3	0	0			0	1	1	0	11	0	1	0	2	3		0	0		0	1	
AZ1	0		11		4	5	29		32	5	0			6	16	31	0	46	4	1	2	2	6		3	0		1	0	
AZ2	1		9		5	5	39		36	7	0			6	17	44	4	46	4	2	8	4	11		6	1		0	1	
AZ3	0		16		13	11	61		52	11	1			6	13	39	5	69	9	4	9	6	11		8	1		0	0	
AZAN/AA	0		6		0	1	3		1	0	0			1	8	17	0	35	11	0	4	4	5		1	0		0	0	
ASC	0		1				6		4		1				1	3	0	4				0	1		1	0			2	
AS1	1		1				9		7		1				3	9	4	10				7	6		2	1			1	
ASE2			1				7		10		1				1	4	4	4				3	2						2	
ASE3			1				11		12		3				2	4	4	7				1	3						0	
ASEAN/AA	0		0				2		2		0				1	2	0	2				2	3						1	
ASH2			1				11		8		1				1	4	4	4				3	6						2	
ASH3			0				10		10		1				3	6	4	8				5	8						1	
ASHAN/AA			1				2		4		1				2	5	0	6				0	11						1	
ASM2	1		0				11		7		1				4	9	4	12				5	11			1			2	
ASM3	1		1				18		15		0				3	10	8	10				2	5			0			3	
ASMAN/AA	0		0				6		6		2				3	9	0	10				0	5			0			1	
PHC	0		3	0	0	0	13	0	21	0	0		2	1	1	4	0	25	2	0	2	1	4	1	5	0		2	1	0
PH1	2		19	0	3	4	42	1	67	3	2		9	6	8	24	19	73	0	1	4	2	11	0	19	1		9	1	0
PH2	1		14	1	0	5	48	2	103	5	1		9	5	10	29	17	69	5	0	10	2	23	1	33	0		6	7	1
PH3	2		25	0	0	7	38	2	140	8	3		10	2	13	34	20	99	6	0	14	1	26	0	39	0		4	3	0
PHAN/AA	0		0	0	0	0	0	0	6	0	0		0	1	0	10	0	16	8	0	0	0	0	0	2	0		1	0	0
PTC			0			0	4		2	0			0	0	1	1	0	2	0		0	0	2	0	1			0	0	
PT1			0			0	7		13	0			0	1	1	6	0	10	0		1	1	3	1	5			2	1	
PT2			0			0	18		19	0			0	2	17	12	0	21	0		1	0	16	0	5			2	1	
PT3			6			3	4		45	5			1	3	5	15	4	28	4		1	0	22	1	10			8	0	
PTAN/AA			0			0	0		0	0			0	0	0	0	0	3	0		0	0	2	0	0			0	0	
HMC	7	62	55	11	3	1	140	116	38	0	3	14	10	166	5	46	81	289	74	1	2	1	6	9	16	1	3	21	1	2
HM1	7	1	41	8	3	3	138	176	38	5	8	5	22	307	15	113	117	436	37	3	4	5	22	29	35	1	4	55	8	5
HM2	7	0	51	12	2	2	128	169	32	0	8	0	15	317	10	135	161	463	10	3	10	9	32	20	51	4	0	57	9	5
HM3	10	0	34	21	5	3	168	210	37	5	5	0	13	518	21	181	151	789	15	1	4	3	48	14	83	3	1	77	12	3
HN/HA	9	0	24	6	0	0	71	315	19	0	7	0	8	496	10	259	84	806	0	0	7	5	60	5	142	1	1	60	5	0
DTC	0		2				5	2	2		0		2	9	1	4	4	11	0		0	0	0	0	0	0		2	1	0
DT1	1		11				22	11	5		2		3	24	2	12	25	46	0		1	1	7	3	6	2	0	5	2	1
DT2	2		6				24	21	6		1		4	44	2	10	25	81	2		1	2	1	4	7	2	0	5	2	1
DT3	1		12				10	39	3		2		3	45	1	8	34	62	0		0	1	10	4	9	0	0	8	2	0
DN/DA	3		14				22	24	6		3		6	19	2	15	40	20	0		0	2	9	4	8	0	1	4	1	0
SDC	3	0	6	1	0	2	53	1	8	0	1	0	6	5	5	15	24	44	5	0	0	0	6	0	3	2	1	5	2	0
SD1	14	35	74	5	5	2	203	57	42	2	6	3	13	45	13	54	110	172	63	0	2	1	9	1	11	3	0	10	3	0
SD2	14	27	55	5	5	6	252	30	66	5	7	14	20	46	22	103	98	255	69	1	1	1	9	1	8	3	1	6	6	0
SD3	27	36	105	7	11	8	358	68	113	10	8	3	32	65	47	157	171	345	82	3	3	1	16	1	12	5	0	26	5	1
TN/TA	75	88	353	20	21	17	1299	218	300	23	38	35	83	220	94	398	641	1145	269	5	6	0	58	0	38	12	2	44	19	0

# DUTY

(COUNTS AS SEA DUTY)

NEUTRAL TIME  
(Home Port or Base)

Europe					Americas					Caribbean					Neutral Time										RATING												
Greece	Spain	Others, Europe	North Atlantic	Middle East	Africa	Mediterranean Area	Canada	Central America	South America	Alaska	Bahamas	Gitmo (Cuba)	Others, Caribbean	Others, Overseas	Boston, Mass.*	New London, Conn.*	Newport, R.I.*	New York, N.Y.*	Philadelphia, Pa.*	Washington, D.C.*	Norfolk, Va.*	Charleston, S.C.*	Jacksonville, Fla.*	Brunswick, Me.*	New Orleans, La.*	Miami, Fla.*	Chicago, Ill.*	Overseas, Atlantic	Overseas, Pacific	Seattle, Wash.*	San Francisco, Calif.*	Long Beach, Calif.*	San Diego, Calif.*	Pearl Harbor, Hawaii*	Misc. Neutral Time		
					4 2	5 0	10 0			22 0	12 0	2 0	2 2									0 0	0 0											1 0		AG3 AGAN/AA	
						1 1 2 2 1				0 2 1 0 0	0 0 0 0	0 1 0 1 0	0 2 2 2 0																								TDC TD1 TD2 TD3 TDAN/AA
			1 1 0 2 0		2 2 3 6 0	2 2 4 1 6 0	2 4 4 6 0			4 3 5 6 5	1 6 13 13 0	0 1 0 0 2	0 0 2 3 2				0 0 0 0 0					0 0 0 0 0	0 0 0 0 0	0 1 1 1 0									1 1 1 1 0		3 2 0 0 0	AKC AK1 AK2 AK3 AKAN/AA	
			0 0 1 0 0		0 0 1 0 0	0 1 1 1 0	1 1 1 0 0			1 1 2 0	0 2 4 0	0 1 0 0 0	0 1 0 0 0				0 0 0 1 0					0 0 0 1 0	0 0 0 1 0	0 0 0 1 0									0 1 0 0 0			AZC AZ1 AZ2 AZ3 AZAN/AA	
			0 1		0 1	1 0 5	1 0 5			1 2	1 1 1 0	1 1 1 0	2 3 1									0 0 0 0 0	0 2 4 3 1	0 1 1 0 0													ASC AS1
						1 1 1 1 0	1 1 1 0 0			1 1 1 0	1 1 1 0	1 1 1 0	2 3 1									0 0 0 0 0	0 2 2 1 0	0 4 3 1 0	0 1 1 0 0									0 4 2 0 0			ASE2 ASE3 ASEAN/AA
						2 0 2 1 3	2 0 2 3 1			2 3 1	2 3 1	2 3 1	1 3 1									0 0 0 0 0	0 2 2 1 0	0 4 3 1 0	0 1 1 0 0												ASH2 ASH3 ASHAN/AA
						2 0 1 0 4	2 0 1 0 4			1 3 1	1 3 1	1 3 1	1 3 1									0 0 0 0 0	0 2 2 1 0	0 4 3 1 0	0 1 1 0 0												ASM2 ASM3 ASMAN/AA
						1 2 0 4 0	1 1 1 2 0			1 2 2 1 0	1 2 2 1 0	1 2 2 1 0	1 2 2 1 0									0 2 2 1 0	0 4 3 1 0	0 1 1 0 0	0 1 1 0 0												PHC PH1 PH2 PH3 PHAN/AA
						0 1 0 0	0 1 0 0			0 1 0 0	0 1 0 0	0 1 0 0	0 1 0 0									0 2 2 1 0	0 4 3 1 0	0 1 1 0 0	0 1 1 0 0												PTC PT1 PT2 PT3 PTAN/AA
1 1 1 1 0 0	1 0 0 0 0		0 1 0 0 0	1 0 0 0 0	12 15 14 7 11	1 2 5 2 4	2 5 7 10 8	1 0 0 0 0	1 0 0 0 0	4 12 14 15 18	1 13 21 27 51	2 3 3 2 1	4 9 2 1 0				1 4 6 7 2	0 2 3 3 0	0 0 0 0 0	0 0 0 0 0	1 6 8 5 1	4 11 11 9 6	0 0 0 0 0	0 1 3 3 1	1 3 3 5 0	0 6 5 4 2	0 3 6 2 0	1 1 3 3 0	1 0 0 0 0	1 0 0 0 0	1 2 2 0 0	1 2 2 0 0	5 8 10 12 42		HMC HM1 HM2 HM3 HN/HA		
0 0 1 0 0	0 0 0 0				0 4 2 2 2	0 0 2 2 2	0 2 2 2 2			1 2 2 8 8	1 3 3 4 7	0 1 0 0 0	0 1 0 0 0				1 1 6 1 3	2 3 0 0 0	0 0 0 0 0	0 0 0 0 0	2 4 3 3 5	3 6 13 7 2	1 0 0 0 0	1 1 2 2 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 1 0 0 1	0 2 2 2 3		DTC DT1 DT2 DT3 DN/DA				
0 0 1 0 0	0 0 0 0				1 3 3 3 8	1 3 3 3 4	2 2 5 5 13			3 5 6 10 29	0 0 3 4 8	2 4 13 11 5	0 1 2 3 5				0 3 6 7 4	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	5 11 13 15 36	3 6 2 2 10	1 0 0 0 1	0 0 2 0 3	0 0 1 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 1 0 0 1	0 7 5 3 12	0 2 3 3 14		SDC SD1 SD2 SD3 TN/TA				





# TAFFRAIL TALK

WHEN THIS special issue on the subject of "Your Next Assignment" and "Seavey-Shorvey" went to press, the entire staff of ALL HANDS heaved a sigh of relief. You can be sure that the typographer and printer felt the same way when the final pages of type and illustrations were placed in position and the presses began to roll.

A great many manhours of pure hard work and painstaking research went into the accumulation of facts and figures which, we hope, will be helpful to the men in the Fleet, ashore and afloat, at home and overseas. This project could not have been accomplished without the friendly cooperation of the Enlisted Personnel Division, better known as Pers-B2, and particularly the various "cognizant" offices in the Enlisted Distribution Branch.

It would be difficult to single out all of the individuals who helped put this issue together, but special praise is due to Journalist First Class Jon Franklin, USN, for his writing and compiling statistical data, and to staff artists Michael Tuffli, a seasoned veteran, and Seaman Apprentice Robert Swain, USNR. You'll also see contributions from some earlier staff artists of ALL HANDS.

Shortly after this issue is distributed throughout the Fleet, JO1 Franklin will be bidding his adieus as he completes his enlistment with plans for enrolling in college under the G.I. Bill. Seaman Swain, the newest and youngest staff member, had his initiation to ALL HANDS with this bath of fire.

We predict that Jon Franklin will be known to ALL HANDS tradition as the only man to write a feature article on an adding machine.

★ ★ ★

Another of the ALL HANDS staff members, who entered the office each morning with a donut in one hand and the sports page in the other, has said farewell to the magazine.

Kelly Gilbert, JO2, also plans to take advantage of the G.I. Bill to continue his education toward a degree in journalism at Iowa University. During his three years at ALL HANDS, Kelly worked in the layout and paste-up department, wrote major feature stories and analyzed sports news for the magazine.

Larry Henry, JO2, has assumed Kelly's duties on the magazine. Larry, just back from a Med cruise brings with him a background in journalism and a degree from Southern Illinois University. Before his arrival at ALL HANDS, he served as ship's journalist aboard the guided missile cruiser USS Albany (CG 10).

★ ★ ★

Newspapers have birthdays, too, we're told. Not long ago, for example, we received a news release informing us that the Whiting Tower was 24 years old. To prove the point, the release was accompanied by last year's picture of a typewriter with 23 candles on the keys. Get it?

The Whiting Tower is published at NAAS, Whiting Field, Milton, Fla. It is probably typical of the many station newspapers which sprang to life during World War II to provide local information to Navymen and civilian employees.

When the first edition of the WT hit the street, the street wasn't even paved and the paint was scarcely dry on the Whiting Field sign.

*The All Hands Staff*

## The United States Navy

### Guardian of our Country

The United States Navy is responsible for maintaining control of the sea and is a ready force on watch at home and overseas, capable of strong action to preserve the peace or of instant offensive action to win in war.

It is upon the maintenance of this control that our country's glorious future depends. The United States Navy exists to make it so.

### We Serve with Honor

Tradition, valor and victory are the Navy's heritage from the past. To these may be added dedication, discipline and vigilance as the watchwords of the present and future. At home or on distant stations, we serve with pride, confident in the respect of our country, our shipmates, and our families. Our responsibilities sober us; our adversities strengthen us.

Service to God and Country is our special privilege. We serve with honor.

### The Future of the Navy

The Navy will always employ new weapons, new techniques and greater power to protect and defend the United States on the sea, under the sea, and in the air.

Now and in the future, control of the sea gives the United States her greatest advantage for the maintenance of peace and for victory in war. Mobility, surprise, dispersal and offensive power are the keystones of the new Navy. The roots of the Navy lie in a strong belief in the future, in continued dedication to our tasks, and in reflection on our heritage from the past.

Never have our opportunities and our responsibilities been greater.

**ALL HANDS** The Bureau of Naval Personnel Career Publication, solicits interesting story material and photographs from individuals, ships, stations, squadrons and other sources. All material received is carefully considered for publication.

Here are a few suggestions for preparing and submitting material:

There's a good story in every job that's being performed, whether it's on a nuclear carrier, a tugboat, in the submarine service or in the Seabees. The man on the scene is best qualified to tell what's going on in his outfit. Stories about routine day-to-day jobs are probably most interesting to the rest of the Fleet. This is the only way everyone can get a look at all the different parts of the Navy.

Research helps make a good story better. By talking with people who are closely related to the subject material a writer is able to collect many additional details which add interest and understanding to a story.

Articles about new types of unclassified equipment, research projects, all types of Navy assignments and duties, academic and historical subjects, personnel on liberty or during leisure hours, and humorous and interesting feature subjects are all of interest.

Photographs are very important, and should accompany the articles if possible. However, a good story should never be held back for lack of photographs. ALL HANDS prefers clear, well-identified, 8-by-10 glossy prints, but is not restricted to use of this type. All persons in the photographs should be dressed smartly and correctly when in uniform, and be identified by full name and rate or rank when possible. Location and general descriptive information and the name of the photographer should also be given. Photographers should strive for originality, and take action pictures rather than group shots.

ALL HANDS does not use poems (except New Year's day logs), songs, stories on change of command, or editorial type articles. The writer's name and rate or rank should be included on an article. Material timed for a certain date or event must be received before the first day of the month preceding the month of intended publication.

Address material to Editor, ALL HANDS, 1809 Arlington Annex, Navy Department, Washington, D.C. 20370.

• **AT RIGHT: THE SEA**—The sea and its many, many moods have inspired man since the beginning of time. Here, the serenity of the sea as night watch ends is expressed on film by Navy photographer Paul E. Pichette, PH3, and in a poem by Seaman Tom Roseberry, USN, while aboard USS Taylor (DD 468).

**ALL HANDS**





## NIGHT WATCH

The sunshine of the early morn  
Still hides below the sea;  
Afraid to show its glowing face,  
There it lingers out in space;  
It knows appearance in this place  
Would crash serenity.

I stand here at the fantail,  
Ignorant of time,  
I know not what the clock may say—  
I've been here since late yesterday.  
I hope the sun will stay away,  
And, glad that it is gone,  
I realize that this peacefulness  
Will falter with the dawn.

The placid waves creep slowly by,  
The ship's far out at sea.  
I feel the calmest gentle breeze,  
Nomadic thoughts drift endlessly;  
From side to side, with rolling ease,  
The ship plows on contentedly.

Tonight the ocean's surface  
Displays texture like to glass.  
This smoothness yet unbroken,  
And no boisterous word is spoken,  
And the only telltale token  
Is the wake left as we pass.

No land in sight on this cool night—  
The ocean dominates.  
The sea itself has no idea  
Of the peace which she creates.

In the silence I can meditate;  
My thoughts come clear to me.  
I'm free to ponder on the past,  
To wonder what ahead may be.  
The noiseless sea empowers me  
With insight, and collectively,  
We watch the world roll by.

This moment's mixed with sadness,  
And loneliness returns,  
But sadness stays not long with me;  
As I survey the open sea,  
I know my dear one waits for me,  
And love's bright light still burns.

The eastern sky is growing bright,  
Clouds touched with pink and gray,  
The solar sphere will soon appear  
To flout the magic which is here,  
And, too, the time is drawing near  
For night to fade away.

The fiery globe breaks o'er the sea,  
The lingering spell a memory.  
And now the sun shows half its face;  
The boatswain's pipe blows reveille.

The sleeping crew stirs back to life  
As darkness yields to day.  
I wonder if others know of  
The closeness felt to God above,  
The solitude, and heartfelt love  
When dark falls on the sea.

—Tom Roseberry, USN  
USS Taylor (DD 468)



**IT'S STILL TRUE:**

**A GREAT OPPORTUNITY**



**JOIN THE NAVY**  
**and SEE the WORLD**